



LODI CITY COUNCIL

Carnegie Forum
305 West Pine Street, Lodi

AGENDA - REGULAR MEETING

Date: August 18, 2004

Time: Closed Session 6:00 p.m.
Regular Meeting 7:00 p.m.

For information regarding this Agenda please contact:

Susan J. Blackston

City Clerk

Telephone: (209) 333-6702

NOTE: All staff reports or other written documentation relating to each item of business referred to on the agenda are on file in the Office of the City Clerk and are available for public inspection. If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132), and the federal rules and regulations adopted in implementation thereof. To make a request for disability-related modification or accommodation contact the City Clerk's Office as soon as possible and at least 24 hours prior to the meeting date.

C-1 Call to Order / Roll Call

C-2 Announcement of Closed Session

- a) Actual litigation: Government Code §54956.9(a); one case; People of the State of California; and the City of Lodi, California v. M & P Investments, et al.; United States District Court, Eastern District of California, Case No. CIV-S-00-2441 FCD JFM
- b) Actual litigation: Government Code §54956.9(a); one case; Hartford Accident and Indemnity Company, et al. v. City of Lodi, et al., Superior Court, County of San Francisco, Case No. 323658
- c) Conference with legal counsel – initiation of litigation: Government Code §54956.9(c); two cases
- d) Conference with legal counsel – anticipated litigation – significant exposure to litigation pursuant to subdivision (b) of Section 54956.9; one case; pursuant to Government Code §54956.9(b)(3)(A) facts, due to not being known to potential plaintiffs, shall not be disclosed
- e) Actual litigation: Government Code §54956.9(a); one case; City of Lodi, a California Municipal Corporation, and Lodi Financing Corporation, a California nonprofit corporation v. Lehman Brothers, Inc. and US Bank National Association, United States District Court, Eastern District of California, Case No. CIV. S-04-0606 MCE-KJM
- f) Actual litigation: Government Code §54956.9(a); one case; Lehman Brothers Inc., v. City of Lodi and Lodi Financing Corporation, United States District Court, Eastern District of California Case No. CIV-S-04-0850 FCD/JFM
- g) Actual litigation: Government Code §54956.9(a); one case; Fireman's Fund Insurance Company v. City of Lodi, et al., United States District Court, Eastern District of California Case No. CIV-S-98-1489 FCD JFM
- h) Prospective sale of real property located adjacent to 2028 Edgewood Drive (APN #039-10-18); negotiating parties are City of Lodi and existing owner, Steve Kikuchi, and prospective buyer Bruce Sasaki; Government Code §54956.8

C-3 Adjourn to Closed Session

NOTE: THE FOLLOWING ITEMS WILL COMMENCE NO SOONER THAN 7:00 P.M.

C-4 Return to Open Session / Disclosure of Action

- A. Call to Order / Roll call
- B. Invocation – Pastor Chris Chavez, Heartland Community Church
- C. Pledge of Allegiance

D. Presentations

- D-1 Awards – None
- D-2 Proclamations – None
- D-3 Presentations
 - a) 2004 California Water Environment Association Presidents Special Recognition Award presentation to T. Brett Moroz (PW)

E. Consent Calendar (Reading; comments by the public; Council action)

- E-1 Receive Register of Claims in the amount of \$6,058,793.46 (FIN)
- E-2 Approve minutes (CLK)
 - a) July 6, 2004 (Special Meeting)
 - b) July 13, 2004 (Shirtsleeve Session)
 - c) July 13, 2004 (Special Meeting)
 - d) August 10, 2004 (Shirtsleeve Session)
 - e) August 10, 2004 (Special Meeting)
- E-3 Report of the sale of scrap metal (EUD)
- E-4 Approve plans and specifications and authorize advertisement for bids for Hale Park Playground Improvements, 209 East Locust Street (PR)
- Res. E-5 Adopt resolution approving plans and specifications, authorizing advertisement for bids for Elm Street Storm Drain, Lee Avenue to Hutchins Street, and authorizing the City Manager to award or reject the contract up to \$100,000 and appropriate funds (PW)
- Res. E-6 Adopt resolution approving specifications and authorizing advertisement for bids for power utility conduit and fittings and further authorizing the City Manager to award or reject bids in an aggregate amount up to \$50,000 as required during fiscal year 2004-05 (EUD)
- Res. E-7 Adopt resolution awarding the purchase of polemount and padmount transformers (\$63,522.95) (EUD)
- Res. E-8 Adopt resolution authorizing the City Manager to allocate Public Benefit Program funds to extend for one year the Lodi House-As-A-System Inspection Program and authorizing the City Manager to execute a contract with the Energy Doctor, Inc., to provide inspection services for this program (\$90,000) (EUD)
- Res. E-9 Adopt resolution authorizing the City Manager to allocate Public Benefit Program funds for the Lodi Residential Refrigerator/Freezer Recycling Program and authorizing the City Manager to execute a contract with JACO Environmental, Inc., to provide removal and recycling services for this program (\$40,000) (EUD)
- Res. E-10 Adopt resolution authorizing the City Manager to enter into a Letter of Agreement between the City of Lodi and Northern California Power Agency for developing a wholesale electric delivery interconnection location at the White Slough Water Pollution Control Facility not to exceed \$70,000 (EUD)
- Res. E-11 Adopt resolution authorizing destruction of certain Human Resources records (HR)
- E-12 Set public hearing for September 1, 2004, to consider the Technical Equipment Purchase Proposal for Local Law Enforcement Block Grant Program (PD)
- E-13 Set public hearing for September 1, 2004, to consider the certification of FINAL program Environmental Impact Report for the White Slough Water Pollution Control Facility and direct staff to make application to the San Joaquin Local Agency Formation Commission to designate the sphere of influence (CD)

F. Comments by the public on non-agenda items

THE TIME ALLOWED PER NON-AGENDA ITEM FOR COMMENTS MADE BY THE PUBLIC IS LIMITED TO FIVE MINUTES.

The City Council cannot deliberate or take any action on a non-agenda item unless there is factual evidence presented to the City Council indicating that the subject brought up by the public does fall into one of the exceptions under Government Code Section 54954.2 in that (a) there is an emergency situation, or (b) the need to take action on the item arose subsequent to the agenda's being posted. Unless the City Council is presented with this factual evidence, the City Council will refer the matter for review and placement on a future City Council agenda.

G. Public Hearings

G-1 Public hearing to receive comments on and consider accepting the City of Lodi's Public Health Goals Report (PW)

H. Communications

H-1 Claims filed against the City of Lodi – None

H-2 Reports: Boards/Commissions/Task Forces/Committees – None

H-3 Appointments – None

H-4 Miscellaneous

a) Monthly Protocol Account Report (CLK)

I. Regular Calendar

- Res. I-1 Adopt resolution authorizing City Manager to sign Memorandum of Understanding between Sacramento Area Council of Governments and San Joaquin Council of Governments, City of Galt, City of Lodi, and County of Sacramento regarding the coordination of ongoing transit planning for programming federal funds that support the ongoing and future deployment of transit services affecting the Lodi/Galt urbanized area (PW)
- I-2 Authorize the City Manager to terminate lease agreement for Lodi Station North Annex with Cheryl Lafebre, dba Lodi Greyhound and Western Union (PW)
- I-3 Approve comments on High-Speed Rail Environmental Impact Report (PW)
- Res. I-4 Council discussion and appropriate action regarding a proposed amended and restated contract for legal document services (docket clerk) with Kronick, Moskovitz, Tiedemann & Girard to assist with the Environmental Abatement Program litigation and/or proposed alternatives (CA)
- I-5 Update on process of recruitment for new City Manager, authorize Mayor Hansen to execute an agreement with CPS Executive Search, and appropriate funds up to \$25,500

J. Ordinances

- Ord. J-1 Ordinance No. 1750 entitled, "An Ordinance of the City Council of the City of Lodi Amending Chapter 13.04 of the Lodi Municipal Code by Repealing and Reenacting Section 13.04.130, Relating to Low-Income Adjustments" (CLK)
- (Adopt)
- Ord. J-2 Ordinance No. 1751 entitled, "An Ordinance of the Lodi City Council Amending the Official District Map of the City of Lodi and Thereby Rezoning 449 East Harney Lane (APN 062-290-17) from R-MD, Residential Medium Density, to PD(36), Planned Development Number 36, for The Villas" (CLK)
- (Adopt)

K. Comments by the City Council Members on non-agenda items

L. Comments by the City Manager on non-agenda items

M. Adjournment

Pursuant to Section 54954.2(a) of the Government Code of the State of California, this agenda was posted at least 72 hours in advance of the scheduled meeting at a public place freely accessible to the public 24 hours a day.

Susan J. Blackston, City Clerk



CITY OF LODI COUNCIL COMMUNICATION

AGENDA TITLE: 2004 California Water Environment Association Presidents Special Recognition Award Presentation to T. Brett Moroz

MEETING DATE: August 18, 2004

PREPARED BY: Public Works Director

RECOMMENDED ACTION: At this meeting, a dignitary from the California Water Environment Association (CWEA) will present the 2004 Presidents Special Recognition Award to the City of Lodi Chief Wastewater Treatment Plant Operator T. Brett Moroz.

BACKGROUND INFORMATION: Each year the incumbent CWEA President selects individuals who have contributed to fulfilling and improving the CWEA organization through their participation in a variety of areas. Through his on-going efforts, Brett Moroz has proven to be a deserving recipient of this award.

Over the years, Brett has generously committed time and energy toward the continued improvement of CWEA. Brett started his participation in local level CWEA Section leadership. Brett later served as a founding member of the State Biosolids Committee, developing and implementing the goals of that committee. In 2002 and again in 2003, Brett served as Chairperson for two highly successful Northern Regional Training Conferences sponsored by CWEA.

Brett's sustained effort has resulted in furthering Lodi's reputation as a proactive, supportive, and environmentally-conscious community.

FUNDING: Not applicable.

Richard C. Prima, Jr.
Public Works Director

Prepared by Del Kerlin, Assistant Wastewater Treatment Superintendent

RCP/DK/dk

cc: Del Kerlin, Assistant Wastewater Treatment Superintendent
Larry Tolby, CWEA Past-President
T. Brett Moroz, Chief Wastewater Plant Operator

APPROVED: _____
Janet S. Keeter, Interim City Manager



CITY OF LODI COUNCIL COMMUNICATION

AGENDA TITLE: Receive Register of Claims Dated August 3, 2004 in the Amount of \$6,058,793.46

MEETING DATE: August 18, 2004

PREPARED BY: Finance Technician

RECOMMENDED ACTION: That the City Council receives the attached Register of Claims. The disclosure of the PCE/TCE expenditures is shown as a separate item on the Register of Claims.

BACKGROUND INFORMATION: Attached is the Register of Claims in the amount of \$6,058,793.46 dated August 3, 2004, which includes PCE/TCE payments of \$49,252.90.

FUNDING: As per attached report.

James R. Krueger, Finance Director

JK/kb

Attachments

APPROVED: _____
H. Dixon Flynn, City Manager

Accounts Payable

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Council Report

Date
Amount

- 08/03/04

As of Thursday	Fund	Name	
07/22/04	00100	General Fund	253,121.37
	00102	Facade Program	13,699.28
	00103	Repair & Demolition Fund	865.00
	00123	Info Systems Replacement Fund	7,637.50
	00160	Electric Utility Fund	550,928.32
	00161	Utility Outlay Reserve Fund	6,721.34
	00164	Public Benefits Fund	2,998.59
	00170	Waste Water Utility Fund	2,487.81
	00171	Waste Wtr Util-Capital Outlay	31,343.38
	00172	Waste Water Capital Reserve	206.89
	00180	Water Utility Fund	14,087.40
	00181	Water Utility-Capital Outlay	34,964.59
	00210	Library Fund	5,483.14
	00234	Local Law Enforce Block Grant	179.02
	00235	LPD-Public Safety Prog AB 1913	4,839.59
	00270	Employee Benefits	19,823.54
	00300	General Liabilities	3,442.99
	00310	Worker's Comp Insurance	41,254.93
	00325	Measure K Funds	81,226.80
	00456	Hud-2000/01	6,971.21
	00459	HUD 2003/04	6,385.00
	01211	Capital Outlay/General Fund	419.77
	01212	Parks & Rec Capital	3,786.00
	01250	Dial-a-Ride/Transportation	4,404.06
	01410	Expendable Trust	11,474.34
Sum			1,108,751.86
	00183	Water PCE-TCE	7,170.40
Sum			7,170.40
Total for Week			
Sum			1,115,922.26

Accounts Payable
Council Report

Page
Date
Amount

- 1
- 08/03/04

As of Thursday	Fund	Name	
07/29/04	00100	General Fund	753,114.52
	00160	Electric Utility Fund	3,388,928.03
	00161	Utility Outlay Reserve Fund	34,261.37
	00164	Public Benefits Fund	3,087.49
	00170	Waste Water Utility Fund	11,596.50
	00172	Waste Water Capital Reserve	42,085.00
	00180	Water Utility Fund	1,997.03
	00181	Water Utility-Capital Outlay	16,579.99
	00210	Library Fund	2,083.67
	00234	Local Law Enforce Block Grant	3,422.40
	00235	LPD-Public Safety Prog AB 1913	61.24
	00270	Employee Benefits	321,745.62
	00300	General Liabilities	274,197.00
	00301	Other Insurance	8,132.00
	00310	Worker's Comp Insurance	19,706.72
	00337	Traffic Congestion Relf-AB2928	14,546.25
	01211	Capital Outlay/General Fund	1,766.00
	01250	Dial-a-Ride/Transportation	388.96
	01410	Expendable Trust	3,088.91
Sum			4,900,788.70
	00183	Water PCE-TCE	42,082.50
Sum			42,082.50
Total for Week			
Sum			4,942,871.20

Council Report for Payroll

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Date

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08/03/04

Payroll	Pay Per Date	Co	Name	Gross Pay
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-				
Regular	07/18/04	00100	General Fund	835,988.18
		00160	Electric Utility Fund	158,425.40
		00161	Utility Outlay Reserve Fund	1,655.68
		00164	Public Benefits Fund	4,878.40
		00170	Waste Water Utility Fund	61,491.39
		00172	Waste Water Capital Reserve	2,659.74
		00180	Water Utility Fund	9,341.81
		00210	Library Fund	32,679.17
		00235	LPD-Public Safety Prog AB 1913	1,759.19
		01250	Dial-a-Ride/Transportation	2,653.98

Pay Period Total:				
Sum				1,111,532.94
Retiree	08/31/04	00100	General Fund	29,484.51
		00210	Library Fund	490.38

Pay Period Total:				
Sum				29,974.89



CITY OF LODI COUNCIL COMMUNICATION

AGENDA TITLE: Approve Minutes
a) July 6, 2004 (Special Meeting)
b) July 13, 2004 (Shirtsleeve Session)
c) July 13, 2004 (Special Meeting)
d) August 10, 2004 (Shirtsleeve Session)
e) August 10, 2004 (Special Meeting)

MEETING DATE: August 18, 2004

PREPARED BY: City Clerk

RECOMMENDED ACTION: That the City Council approve the following minutes as prepared:
a) July 6, 2004 (Special Meeting)
b) July 13, 2004 (Shirtsleeve Session)
c) July 13, 2004 (Special Meeting)
d) August 10, 2004 (Shirtsleeve Session)
e) August 10, 2004 (Special Meeting)

BACKGROUND INFORMATION: Attached are copies of the subject minutes, marked Exhibits A through E.

FUNDING: None required.

Susan J. Blackston
City Clerk

SJB/JMP

Attachments

APPROVED: _____
Janet S. Keeter, Interim City Manager

**LODI CITY COUNCIL
SPECIAL CITY COUNCIL MEETING
CARNEGIE FORUM, 305 WEST PINE STREET
TUESDAY, JULY 6, 2004**

A. CALL TO ORDER / ROLL CALL

The Special City Council meeting of July 6, 2004, was called to order by Mayor Hansen at 7:00 a.m.

Present: Council Members – Beckman, Howard, Land, and Mayor Hansen

Absent: Council Members – Hitchcock

Also Present: City Manager Flynn, Interim City Attorney Schwabauer, and City Clerk Blackston

B. REGULAR CALENDAR

B-1 "Presentation and appropriate direction regarding CalPERS medical costs and options for consideration"

City Manager Flynn stated that at the conclusion of this meeting he would be asking Council for direction to negotiate with PacifiCare for a new health plan for the City. Mr. Flynn reported that he had discussed this matter with department heads and employee bargaining groups, and later this week he planned to meet with retirees. On June 16, the City was notified by California Public Employees' Retirement System (CalPERS) that its medical insurance rates were increasing 23.7%. Cities in southern California will have their rates reduced by 8%. CalPERS has created four pools, i.e. southern, northern rural, northern urban, and the state. He explained that there are more doctors and hospitals in southern California, which creates competition and lowers the cost of medical care. Southern California cities felt they were not getting fair rates from CalPERS and threatened to leave the group, which precipitated the recent change to regional rates. Mr. Flynn reminded Council that the City's annual expenses are \$1.2 million greater than its revenues. The proposal from PacifiCare would save \$400,000 a year over CalPERS rates. He noted, however, that CalPERS will not release the City's utilization history, so PacifiCare had to establish rates based on generic population, age, gender, and family makeup of the City's pool. PacifiCare will develop a utilization factor over the next year and come up with new rates for future years. Mr. Flynn stated that another option would be for Lodi to pool with other cities and form a joint powers agreement. The deadline to make a decision regarding whether or not to withdraw from CalPERS is August 16. The withdrawal must be done by Council resolution, and CalPERS has stipulated that when cities withdraw they cannot re-enter for a period of five years. Mr. Flynn reviewed a market survey analysis prepared by ABD Insurance (filed).

Terri Ezaki, representing ABD Insurance & Financial Services, explained that she had focused on PacifiCare because it has a contract with Medcore through 2005, which includes Lodi Primary Care Physicians and specialists in the community. She mentioned that Health Net does not have those contracts. It will not be possible to get a Blue Shield quote until the City submits a resolution of withdrawal to CalPERS. She stated that Kaiser rates would be the same as with CalPERS. Ms. Ezaki recalled that when Lodi originally contracted with CalPERS it offered Blue Shield, Health Net, PacifiCare, Kaiser, and two Preferred Provider Organizations. In January 2003, Health Net and PacifiCare were eliminated from the CalPERS insurance options. Delta IPA was the contracting entity for the remaining medical groups, which limited access to physicians by City of Lodi employees.

Mayor Pro Tempore Beckman contended that CalPERS does not seem interested in fair negotiations, bargaining, or treatment. For this reason, he favored the City withdrawing from CalPERS; however, he wanted to consider more options than the PacifiCare proposal.

Ms. Ezaki pointed out that Health Net does not contract with Lodi Memorial Hospital. Blue Shield has a tenuous contract with local medical care providers and Blue Cross does not have a strong Health Maintenance Organization (HMO) in the Lodi community. Ms. Ezaki stated that PacifiCare is the best option for benefits, provider network, and cost.

PUBLIC COMMENTS:

- Doctor Sheldon Yucht reported that Medcore Medical Group has been in existence since 1985. It was originally called OMNI IPA. In 1996 the medical group sold its shares to Sutter, and in December 1999 OMNI Health Plan went out of business. Medcore is owned by 212 physician shareholders and is organized to provide healthcare services to enrollees of HMOs. Medcore is also the provider network for Lodi Memorial Hospital's self-funded plan. Medcore is comprised of over 400 providers throughout San Joaquin County including 130 primary care physicians and over 300 specialists countywide. Medcore has a relationship with Sierra Multi Surgical Associates.

In reply to Council Member Howard, Dr. Yucht explained that Medcore's service area is San Joaquin County and the network would be considered first for specialists. If that was not feasible, then the next level of network affiliation would be considered.

- Heidi Duncan, PacifiCare Senior Business Manager, distributed information regarding its healthcare plan (filed) and reviewed trend caps and guarantees for the second year.

Mayor Pro Tempore Beckman preferred that a resolution of withdrawal from CalPERS be prepared for Council's consideration at its regularly scheduled meeting of July 21. He asked that at least two other provider quotes be presented to Council for consideration, along with PacifiCare.

Mayor Hansen also expressed a desire to withdraw from CalPERS as he felt the City was not being treated fairly, and he predicted that the CalPERS system for northern California would collapse.

Council Member Land was in favor of the PacifiCare proposal as it would save the City \$400,000 annually. He suggested that the matter be brought back to Council for consideration at its regularly scheduled meeting of August 4.

MOTION / VOTE:

There was no Council action taken on this matter.

C. ADJOURNMENT

There being no further business to come before the City Council, the meeting was adjourned at 8:35 a.m.

ATTEST:

Susan J. Blackston
City Clerk

**CITY OF LODI
INFORMAL INFORMATIONAL MEETING
"SHIRTSLEEVE" SESSION
CARNEGIE FORUM, 305 WEST PINE STREET
TUESDAY, JULY 13, 2004**

An Informal Informational Meeting ("Shirtsleeve" Session) of the Lodi City Council was held Tuesday, July 13, 2004, commencing at 7:02 a.m.

A. ROLL CALL

Present: Council Members – Beckman, Hitchcock, Howard, Land, and Mayor Hansen

Absent: Council Members – None

Also Present: City Manager Flynn, Interim City Attorney Schwabauer, and City Clerk Blackston

B. CITY COUNCIL CALENDAR UPDATE

City Clerk Blackston reviewed the weekly calendar (filed).

C. TOPIC(S)

C-1 "Stockton General Plan and Sphere of Influence"

Community Development Director Bartlam reviewed the City of Stockton Issues and Alternatives summary related to its general plan update and a draft land use diagram (both filed). He reported that the entire plan concept is for a 50 year period in which Stockton anticipates reaching a population of 750,000. He believed that growth would first occur in the area south of Lodi's White Slough property, where an urban village of 50,000 people is planned. He expressed concern regarding the incompatibility of Stockton's proposal to Lodi's ultimate plan for the White Slough property. He reported that Stockton has taken recent actions to amend its sphere of influence ahead of its general plan update effort, which he believed was a clear path to ultimately annexing the property. The Shima Tract, located west of Stockton toward the Delta, is proposed by the Grupe Company. The Spanos development is comprised of several thousand acres. The Alpine packing company has 340 acres along Eight Mile Road.

In reply to Council inquiries, Mr. Bartlam reported that Stockton proposes to build a pipe to the Delta to pick up water, transport it to its treatment facility, and return the treated water back into its domestic system. Stockton's intake pipe would be just south of Lodi's outtake pipe and there is concern that its water quality could be affected by Lodi's discharge. In addition, Mr. Bartlam expressed concern that there was no plan for a buffer between the development and the White Slough property. This could precipitate complaints driven by Stockton or the State, and Lodi may be forced to make changes. He stated that staff would be moving forward in direct opposition to Stockton's environmental document. He estimated that in a month, Lodi's White Slough sphere of influence proposal would be brought before Council.

Discussion ensued regarding three initiatives that would be on Stockton's ballot for the November Election.

PUBLIC COMMENTS:

- Bob Lauchland stated that he was a property owner between Lodi and Stockton and is the farthest east and to the south that the City of Lodi extends for its sewer treatment plant expansion. Mr. Lauchland stated that his property is greatly affected by this decision. He urged Council to consider the impacts of what this would do to vineyard properties.
- Tim Howard believed that this matter was a direct threat on the City of Lodi's integrity. He stated that Lodi's wastewater treatment plant is a resource that is being suffocated by upcoming developments from the south. A negative declaration has been proposed; however, an environmental impact report should be done. The proposed development is on 5,000 acres of prime agricultural land.

Interim City Attorney Schwabauer explained that the mechanism Stockton is trying to achieve is to increase its sphere of influence and then enter into a pre-development agreement. It has already begun negotiating with developers that are intended to vest a right to develop the ground without vesting the right to develop it in a particular way. Once vested, the initiative can no longer take the development right away.

In reply to Mayor Hansen, Mr. Bartlam stated that the comment letter Stockton prepared to the environmental document Lodi prepared on the sphere of influence specifically outlined a concern Stockton had about the White Slough facility. The land use compatibility conflicts with Stockton's preferred general plan. This was mentioned in a letter staff prepared last week pointing out that Stockton itself said an impact existed by developing the land, so they should be considering the proper environmental process. Mr. Bartlam explained that complaints would come through the State and back down through the permitting process. The issue of Lodi's discharge pipe in relation to Stockton's intake pipe within the same body of water would come through a regulatory environment through the State.

Mr. Schwabauer interjected that there is a concept in the law called "coming to the nuisance"; however, it is not as strong as it once was.

Council Member Howard encouraged citizens to call members of the Local Agency Formation Commission to voice their concerns.

Council Member Land asked if there was any potential for a government agency proclaiming eminent domain over Lodi's water treatment plant for a wider regional use.

Mr. Schwabauer replied that Stockton could not do so; however, a larger governmental agency could.

Mayor Hansen asserted that Lodi needs to take whatever action is necessary to protect its rights and investments.

D. COMMENTS BY THE PUBLIC ON NON-AGENDA ITEMS

None.

E. ADJOURNMENT

No action was taken by the City Council. The meeting was adjourned at 7:56 a.m.

ATTEST:

Susan J. Blackston
City Clerk

**LODI CITY COUNCIL
SPECIAL CITY COUNCIL MEETING
CARNEGIE FORUM, 305 WEST PINE STREET
TUESDAY, JULY 13, 2004**

A. CALL TO ORDER / ROLL CALL

The Special City Council meeting of July 13, 2004, was called to order by Mayor Hansen at 7:57 a.m.

Present: Council Members – Beckman, Hitchcock, Howard, Land, and Mayor Hansen

Absent: Council Members – None

Also Present: City Manager Flynn, Interim City Attorney Schwabauer, and City Clerk Blackston

D. REGULAR CALENDAR

D-1 "Discussion and possible action regarding process for hiring a City Manager"

Mayor Hansen recommended that the process for hiring a City Manager begin immediately, that an executive recruitment firm be used, and that a nationwide search be conducted.

Mayor Pro Tempore Beckman agreed and also suggested that Council Members Land and Howard serve as part of a citizen's advisory group, with the two new Council Members elected in November casting the vote to make the hiring decision.

Council Member Howard pointed out that the current five Council Members have shown that they have been able to work together, interview, and hire a new City Attorney and legal team for the environmental abatement program litigation, and felt that the same could be done now for hiring a new City Manager. She favored beginning the process immediately with the Human Resources Department handling the recruitment, rather than an executive search firm.

Council Member Hitchcock expressed support for using the services of an executive search firm, beginning the recruitment immediately, and providing an open, public process.

Council Member Land stated that he would also like the recruitment process started immediately and an executive search firm used. Mr. Land stated that he would be willing to participate in the process.

Mayor Hansen offered to prepare a Request for Information to send to potential executive recruitment firms. He suggested that an interim City Manager be appointed at Council's regularly scheduled meeting of August 18.

In reference to a public process, Council Member Hitchcock cautioned that it might alienate good candidates from applying and suggested that Council listen to the advice given by the executive recruitment firm in regard to this factor.

B. CLOSED SESSION

At 8:10 a.m., Mayor Hansen adjourned the Special City Council meeting to a Closed Session to discuss the following matters:

B-1 Actual litigation: Government Code §54956.9(a); one case; *People of the State of California; and the City of Lodi, California v. M & P Investments, et al.*; United States District Court, Eastern District of California, Case No. CIV-S-00-2441 FCD JFM

B-2 Actual litigation: Government Code §54956.9(a); one case; *Hartford Accident and Indemnity Company, et al. v. City of Lodi, et al.*, Superior Court, County of San Francisco, Case No. 323658

- B-3 Conference with legal counsel – initiation of litigation: Government Code §54956.9(c); two cases
- B-4 Conference with legal counsel – anticipated litigation – significant exposure to litigation pursuant to subdivision (b) of Section 54956.9; one case; pursuant to Government Code §54956.9(b)(3)(A) facts, due to not being known to potential plaintiffs, shall not be disclosed
- B-5 Actual litigation: Government Code §54956.9(a); one case; City of Lodi, a California Municipal Corporation, and Lodi Financing Corporation, a California nonprofit corporation v. Lehman Brothers, Inc. and US Bank National Association, United States District Court, Eastern District of California, Case No. CIV. S-04-0606 MCE-KJM
- B-6 Actual litigation: Government Code §54956.9(a); one case; Lehman Brothers Inc., v. City of Lodi and Lodi Financing Corporation, United States District Court, Eastern District of California Case No. CIV-S-04-0850 FCD/JFM
- B-7 Actual litigation: Government Code §54956.9(a); one case; Fireman's Fund Insurance Company v. City of Lodi, et al., United States District Court, Eastern District of California Case No. CIV-S-98-1489 FCD JFM

The Closed Session adjourned at 8:50 a.m.

C. RETURN TO OPEN SESSION / DISCLOSURE OF ACTION

At 8:51 a.m., Mayor Hansen reconvened the Special City Council meeting, and Interim City Attorney Schwabauer disclosed that in closed session Council voted unanimously to continue the services of Folger Levin & Kahn on an hourly basis until formalization of a budget for environmental abatement matters is made; and to authorize \$175,000 for drilling CPT (cone penetration testing) wells to delineate the central plume area of contamination.

E. ADJOURNMENT

There being no further business to come before the City Council, the meeting was adjourned at 8:51 a.m.

ATTEST:

Susan J. Blackston
City Clerk

**CITY OF LODI
INFORMAL INFORMATIONAL MEETING
"SHIRTSLEEVE" SESSION
CARNEGIE FORUM, 305 WEST PINE STREET
TUESDAY, AUGUST 10, 2004**

The August 10, 2004, Informal Informational Meeting ("Shirtsleeve" Session) of the Lodi City Council was canceled.

ATTEST:

Susan J. Blackston
City Clerk

**LODI CITY COUNCIL
SPECIAL CITY COUNCIL MEETING
CARNEGIE FORUM, 305 WEST PINE STREET
TUESDAY, AUGUST 10, 2004**

A. CALL TO ORDER / ROLL CALL

The Special City Council meeting of August 10, 2004, was called to order by Mayor Hansen at 7:04 a.m.

Present: Council Members – Beckman, Hitchcock, Howard, Land, and Mayor Hansen

Absent: Council Members – None

Also Present: City Attorney Schwabauer and City Clerk Blackston

Announcements

Mayor Hansen stated that he was misquoted in yesterday's Lodi News-Sentinel as saying the City would, in all likelihood, be dropping out of the California Public Employees' Retirement System (CalPERS). He asked that a correction be made to accurately reflect his statement that he thought, under the circumstances, that the City *should* withdraw from CalPERS.

In reference to Item B-8, City Attorney Schwabauer announced that a number of employee bargaining groups have rejected the proposal to withdraw from CalPERS and based on that action, Interim City Manager Keeter had removed the regular calendar item from today's agenda. He stated that the end result is that the City would be remaining with the CalPERS health plan.

B. CLOSED SESSION

At 7:07 a.m., Mayor Hansen adjourned the Special City Council meeting to a Closed Session to discuss the following matters:

- B-1 Actual litigation: Government Code §54956.9(a); one case; People of the State of California; and the City of Lodi, California v. M & P Investments, et al.; United States District Court, Eastern District of California, Case No. CIV-S-00-2441 FCD JFM
- B-2 Actual litigation: Government Code §54956.9(a); one case; Hartford Accident and Indemnity Company, et al. v. City of Lodi, et al., Superior Court, County of San Francisco, Case No. 323658
- B-3 Conference with legal counsel – initiation of litigation: Government Code §54956.9(c); two cases
- B-4 Conference with legal counsel – anticipated litigation – significant exposure to litigation pursuant to subdivision (b) of Section 54956.9; one case; pursuant to Government Code §54956.9(b)(3)(A) facts, due to not being known to potential plaintiffs, shall not be disclosed
- B-5 Actual litigation: Government Code §54956.9(a); one case; City of Lodi, a California Municipal Corporation, and Lodi Financing Corporation, a California nonprofit corporation v. Lehman Brothers, Inc. and US Bank National Association, United States District Court, Eastern District of California, Case No. CIV. S-04-0606 MCE-KJM
- B-6 Actual litigation: Government Code §54956.9(a); one case; Lehman Brothers Inc., v. City of Lodi and Lodi Financing Corporation, United States District Court, Eastern District of California Case No. CIV-S-04-0850 FCD/JFM
- B-7 Actual litigation: Government Code §54956.9(a); one case; Fireman's Fund Insurance Company v. City of Lodi, et al., United States District Court, Eastern District of California Case No. CIV-S-98-1489 FCD JFM
- B-8 Conference with labor negotiator, Human Resources Director Joanne Narloch, regarding health insurance coverage provided to the following employee organizations: Association of Lodi City Employees regarding General Services and Maintenance and Operators; Lodi Police Dispatchers Association; Police Officers Association of Lodi; Lodi Professional Firefighters; International Brotherhood of Electrical Workers; Confidential Employees; and Management, Mid-Management, Fire Mid-Management, and Police Mid-Management employees pursuant to Government Code §54957.6

The Closed Session adjourned at 8:10 a.m.

Continued August 10, 2004

C. RETURN TO OPEN SESSION / DISCLOSURE OF ACTION

At 8:10 a.m., Mayor Hansen reconvened the Special City Council meeting, and City Attorney Schwabauer disclosed that there was no reportable action taken in closed session.

D. ADJOURNMENT

There being no further business to come before the City Council, the meeting was adjourned at 8:10 a.m.

ATTEST:

Susan J. Blackston
City Clerk



CITY OF LODI COUNCIL COMMUNICATION

AGENDA TITLE: Report of the Sale of Scrap Metal
MEETING DATE: August 18, 2004
PREPARED BY: Electric Utility Director

RECOMMENDED ACTION: Information only. This report is made to the City Council in accordance with Lodi Municipal Code §2.12.120.

BACKGROUND INFORMATION: On January 7, 2004, the City Council authorized the sale of scrap wire and metal that accumulates in the course of normal utility operations during 2004.

In the second sale of the year, the Purchasing Division issued Requests for Bids for the following amounts of scrap wire:

Bare and Insulated Aluminum	3,489 lbs.
Bare and Insulated Copper	3,126 lbs.
Insulated Al/Concentric Copper	2,539 lbs.

Bid forms were sent to five scrap metal dealers, one of whom responded prior to the July 9 bid submittal deadline:

Sunshine Steel Ent., Sacramento	\$4,094.53
Simsmetal, Stockton	No response
Delta Scrap Metals, Stockton	No response
Stockton Recycling Center	No response
J & M Recycling, Sacramento	No response

The sale to the sole bidder, Sunshine Steel Enterprises of Sacramento, was completed on July 28, 2004.

FUNDING: None required. Revenue generated: \$4,094.53
 Account Credited: 1601.5391

 Alan N Vallow, Electric Utility Director

Prepared by Joel Harris, Purchasing Officer

cc: Manager, EUD Engineering and Operations

APPROVED: _____
 H. Dixon Flynn, City Manager



CITY OF LODI COUNCIL COMMUNICATION

AGENDA TITLE: Approve plans and specifications and authorize advertisement for bids for Hale Park Playground Improvements, 209 E Locust Street

MEETING DATE: August 18, 2004

PREPARED BY: Parks and Recreation Director

RECOMMENDED ACTION: That the City Council approve the plans and specifications and authorize advertisement for bids for Hale Park Playground Improvements, 209 E Locust Street.

BACKGROUND INFORMATION: The project was part of the Parks and Recreation Departments 2004/2005 CDBG project requests.

The scope of work includes the removal of the existing playground equipment, fibar ground cover material, and installing new handicap accessible play equipment. New work shall consist of providing and installing new play equipment which meets current ADA and safety code regulations, also new poured-in-place rubberized surface material. All work will be constructed within the existing play area.

FUNDING:

Engineer's Estimate:	\$179,000.00
2004/2005 CDBG Allocation:	\$200,000.00

Funding Approval: _____
James R. Krueger, Finance Director

Tony Goehring
Parks and Recreation Director

Joseph Wood
Community Improvement Manager

Prepared By: Steve Virrey, Parks Project Coordinator

SV/

cc: Steve Dutra, Parks Superintendent
Wes Fujitani, Sr. Civil Engineer
Joseph Wood, Community Improvement Manager
Joel Harris, Purchasing Officer

APPROVED: _____
H. Dixon Flynn, City Manager



CITY OF LODI COUNCIL COMMUNICATION

AGENDA TITLE: Adopt Resolution Approving Plans and Specifications, Authorizing Advertisement for Bids for Elm Street Storm Drain, Lee Avenue to Hutchins Street, and Authorizing City Manager to Award or Reject the Contract up to \$100,000 and Appropriate Funds

MEETING DATE: August 18, 2004

PREPARED BY: Public Works Director

RECOMMENDED ACTION: That the City Council adopt a resolution approving the plans and specifications for the above project, authorizing advertisement for bids, and authorizing the City Manager to award or reject the contract up to \$100,000 and appropriate funds.

BACKGROUND INFORMATION: This project is the final portion of a project to solve flooding problems on Elm Street near the new Police Building and to provide storm drain service to the Police Building site. Previously, new 18-inch storm drain was installed in Elm Street from the Police Building to Lee Avenue. The project consists of installing 457 linear feet of 21-inch storm drain from Lee Avenue to Hutchins Street, disposing of existing 12-inch storm drain encountered in the trench, performing asphalt concrete trench patching, and other incidental and related work, all as shown on the plans and specifications for the project. The balance of the work will be piping upgrades to solve flooding problems on Hutchins Street. This will be the final portion of the Elm Street/Hutchins Street Storm Drain Trunk Line Capital Improvement project.

The plans and specifications are on file in the Public Works Department.

FUNDING: The money for this project will be coming from the Wastewater Fund.

Project Estimate: \$88,000
Budgeted: 03/04 fiscal year
Planned Bid Opening Date: September 8, 2004

Richard C. Prima, Jr.
Public Works Director

Prepared by Mark J. Lindseth, Associate Civil Engineer

RCP/MJL/pmf

cc: Purchasing Officer
Assistant Water/Wastewater Superintendent

APPROVED: _____
Janet S. Keeter, Interim City Manager

RESOLUTION NO. 2004-_____

A RESOLUTION OF THE LODI CITY COUNCIL APPROVING PLANS AND SPECIFICATIONS, AUTHORIZING ADVERTISEMENT FOR BIDS FOR THE ELM STREET STORM DRAIN, LEE AVENUE TO HUTCHINS STREET, AND FURTHER AUTHORIZING THE CITY MANAGER TO AWARD OR REJECT THE CONTRACT, AND APPROPRIATE FUNDS

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WHEREAS, this project is the final portion of a project to solve flooding problems on Elm Street near the new Police Building and to provide storm drain service to the Police building site; and

WHEREAS, previously new 18-inch storm drain was installed in Elm Street from the Police Building to Lee Avenue; and

WHEREAS, this project consists of installing 457 linear feet of 21-inch storm drain from Lee Avenue to Hutchins Street, disposing of existing 12-inch storm drain, performing asphalt concrete trench patching, and other incidental and related work. The balance of the work will be piping upgrades to solve flooding problems on Hutchins Street.

NOW, THEREFORE, BE IT RESOLVED that the Lodi City Council does hereby approve the plans and specifications, authorizes advertisement for bids for the Elm Street Storm Drain, Lee Avenue to Hutchins Street, and further authorizes the City Manager to award or reject the bids and award the contract up to \$100,000; and

BE IT FURTHER RESOLVED that the City Council hereby authorizes the appropriation of \$100,000 from the Wastewater Fund for this project

Dated: August 18, 2004

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I hereby certify that Resolution No. 2004-_____ was passed and adopted by the City Council of the City of Lodi in a regular meeting held August 18, 2004, by the following vote:

AYES: COUNCIL MEMBERS –

NOES: COUNCIL MEMBERS –

ABSENT: COUNCIL MEMBERS –

ABSTAIN: COUNCIL MEMBERS –

SUSAN J. BLACKSTON
City Clerk

2004-_____



CITY OF LODI COUNCIL COMMUNICATION

AGENDA TITLE: Adopt a resolution approving specifications and authorizing advertisement for bids for power utility conduit and fittings, and further authorizing the City Manager to award or reject bids in an aggregate amount up to \$50,000 as required during fiscal year 2004-2005 (EUD)

MEETING DATE: August 18, 2004

PREPARED BY: Electric Utility Director

RECOMMENDED ACTION: That the City Council Adopt a resolution approving specifications and authorizing advertisement for bids for power utility conduit and fittings, and further authorizing the City Manager to award or reject bids in an aggregate amount up to \$50,000 as required during fiscal year 2004-2005.

BACKGROUND INFORMATION: The Engineering Division of the Electric Utility Department is preparing work orders for installation of electrical service in several new residential and commercial developments in the city.

In the past, staff has obtained Council approval to advertise for bids for estimated annual requirements for utility conduit and fittings, and to schedule deliveries according to project timelines and storage space restrictions.

However, changing market conditions suggest a different approach to material acquisition may be in order. First, "fast-track" guidelines require that staff react more quickly to specific materials needs that may not have been foreseen in an annual estimate. Second, volatility in the petroleum markets generally discourage suppliers from committing to long-term contracts without building in a substantial margin. Since PVC pipe and fittings are petroleum-based products, PVC prices tend to follow the price of oil.

Staff therefore recommends that Council authorize staff to advertise for bids as needed during the fiscal year to meet project requirements, and to allow the City Manager to award bids up to a total of \$50,000 during fiscal year 2004-2005. If market conditions change to indicate that a long-term contract would be advisable, staff will return to Council with that recommendation.

FUNDING: Electric Utility Dept 2003-2005 Financial Plan and Budget, Page E-41, Business Unit 161651 (Line Extensions),

James R Krueger, Finance Director

Alan N Vallow, Electric Utility Director

Attachment: Exhibit A - Specifications
Prepared by Joel Harris, Purchasing Officer
cc: Manager, EUD Engineering and Operations

APPROVED: _____
Janet Keeter, Interim City Manager

SECTION I - POWER UTILITY DUCT**General:**

This specification is for power and communication duct for use in the City of Lodi's 12.0-kv underground distribution system.

Specific Specifications:

Polyvinyl chloride (PVC), direct-buried duct, DB-120.
Lengths, overall, including integral coupling: 20 ft., +1 -0 inch.

Standards:

The duct shall meet the requirements of the latest editions of applicable NEMA TC-6, NEMA TC-8 and ASTM F-512.

Shipping:

As required to ensure product integrity and quality upon delivery.

Markings:

All required markings shall be legible and so applied as to remain legible under normal handling and installation practices.

Duct shall be marked with the following:

1. Manufacturer's name or trademark
2. Nominal size
3. Material: (PVC)
4. NEMA (TC-8) and ASTM F-512
5. Type: (DB-120)
6. Any additional marking deemed necessary by the manufacturer.

SECTION II - FITTINGS

The following manufacturers and their respective part numbers have been approved and are acceptable for this bid:

Item Description	Carlton	PWPipe	Cantex
2" Coupling PVC Sched 40 Longline	E941J	60020200	6202000
2" Elbow 22.5°, PVC Sched 40 36" Rad. BE	UA5FJB	7522360200	5233851
2" Elbow 45°, DB-120 36" Rad.	PH7FJ	8145360200	5125879
2" Sweep 90°, DB-120 36" Radius	9H9FJ	8190360200	5125869
3" Coupling, Schedule 40 PVC Longline	E941L	60020300	6202005
3" Elbow 22.5°, PVC Sched 40 18" Rad BE	UA5CLB	7522180300	5233845
3" Elbow 45°, DB-120 36" Rad.	PH7FL	8145360300	5125772
3" Sweep 90°, DB-120 36" Radius	9H9FL	8190360300	5125872
4" Coupling, PVC Sched 40 Longline	E941N	60020400	6202010
6" Coupling, Schedule 40 PVC Longline	E941RF	60020600	6202016

SECTION III - SUPPLIES

The following manufacturers and their respective part numbers have been approved and are acceptable for this bid:

Item Description	Carlton	PWPipe	Cantex
PVC Cement, Clear, Quarts, w/ dauber	VC9962	821194	7210603

RESOLUTION NO. 2004-_____

A RESOLUTION OF THE LODI CITY COUNCIL APPROVING
SPECIFICATIONS, AUTHORIZING ADVERTISEMENT FOR BIDS FOR
POWER UTILITY CONDUIT AND FITTINGS, AND FURTHER AUTHORIZING
THE CITY MANAGER TO AWARD OR REJECT BIDS IN AN AGGREGATE
AMOUNT UP TO \$50,000 AS REQUIRED DURING FISCAL YEAR 2004-05

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WHEREAS, the Engineering Division of the Electric Utility Department is preparing work orders for installation of electrical service in several new residential and commercial developments in the city; and

WHEREAS, in the past, staff has obtained Council approval to advertise for bids for estimated annual requirements for utility conduit and fittings, and to schedule deliveries according to project timelines and storage space restrictions; and

WHEREAS, due to changing market conditions, a different approach to material acquisition may be in order. First, "fast-track" guidelines require that staff react more quickly to specific materials needs that may not have been foreseen in an annual estimate. Second, volatility in the petroleum markets generally discourage suppliers from committing to long-term contracts without building in a substantial margin. Since PVC pipe and fittings are petroleum-based products, PVC prices tend to follow the price of oil; and

WHEREAS, staff therefore recommends that the City Council authorize advertisement for bids as needed during the fiscal year to meet project requirements, and to allow the City Manager to award bids up to a total of \$50,000 during fiscal year 2004-2005.

NOW, THEREFORE, BE IT RESOLVED that the Lodi City Council does hereby approve the specifications, authorizes advertisement for bids for the power utility conduit and fittings, and further authorizes the City Manager to award or reject bids in an aggregate amount up to \$50,000 as required during fiscal year 2004-05.

Dated: August 18, 2004

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I hereby certify that Resolution No. 2004-_____ was passed and adopted by the City Council of the City of Lodi in a regular meeting held August 18, 2004, by the following vote:

AYES: COUNCIL MEMBERS –
NOES: COUNCIL MEMBERS –
ABSENT: COUNCIL MEMBERS –
ABSTAIN: COUNCIL MEMBERS –

SUSAN J. BLACKSTON
City Clerk

2004-_____



CITY OF LODI COUNCIL COMMUNICATION

AGENDA TITLE: Adopt resolution awarding the purchase of polemount and padmount transformers (\$63,522.95) (EUD)

MEETING DATE: August 18, 2004

PREPARED BY: Electric Utility Director

RECOMMENDED ACTION: That the City Council adopt a resolution awarding the bids for the purchase of polemount and padmount transformers to the bidders whose proposals and equipment meet City of Lodi specifications, and whose transformers are expected to yield the lowest overall life-cycle costs:

Polemounts:	14 ea 50kVA	Wesco Distribution, San Leandro	\$10,966.80
Padmounts:	5 ea 37.5 kVA	Howard Industries, Laurel, MS	\$ 5,538.35
	15 ea 50kVA	Western States Electric, Portland, OR	\$16,873.65
	10 ea 75kVA	Western States Electric	\$14,244.55
	1 ea 167kVA	Western States Electric	\$ 2,306.93
	2 ea 112.5kVA 3Ø	Ermco/Hees Enterprises, Astoria, OR	\$ 6,872.30
	1 ea 500kVA 3Ø	Ermco/Hees Enterprises	\$ <u>6,720.37</u>
			\$63,522.95

BACKGROUND INFORMATION: On May 21, 2003, the City Council authorized the Electric Utility Department and the Purchasing Division to advertise for bids as necessary to meet the Electric Utility Department's requirements for polemount and padmount transformers through the fiscal year ending June 30, 2005.

On July 29, 2004 bids were opened for one size of polemount and six sizes of padmount transformers, and life-cycle costs were evaluated. (Life-cycle costs are the combined total of purchase price plus cost of operation based on estimated power loss during the projected life of the transformer.) Proposals are also evaluated on the basis of compliance with equipment and bid specifications. Failure to comply with both may lead to disqualification of the bid. A summary of the bid evaluation is attached as Exhibit A.

Some of the transformers are planned for use in a commercial development on Cluff Avenue north of Pine Street, and for individual building pads in the Lowe's Center. Residential developments requiring transformers are Legacy Estates Units 1 and 2, Millsbridge 2, and Century Meadows Units 1 and 3.

FUNDING: Electric Utility Department 2003-2005 Financial Plan and Budget, Line Extensions, Business Unit #161651, Page E-41

James R Krueger, Finance Director

Alan N Vallow, Electric Utility Director

Attachment: [Exhibit A](#)
Prepared by Joel Harris, Purchasing Officer
cc: Manager, EUD Engineering & Operations

APPROVED: _____
Janet Keeter, Interim City Manager

RESOLUTION NO. 2004-_____

A RESOLUTION OF THE LODI CITY COUNCIL
AWARDING THE BIDS FOR THE PURCHASE OF
POLEMOUNT AND PADMOUNT TRANSFORMERS

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WHEREAS, in answer to notice duly published in accordance with law and the order of this City Council, sealed bids were received and publicly opened on July 29, 2004, at 11:00 a.m. for the purchase of polemount and padmount transformers for the Electric Utility Department, described in the specifications therefore approved by the City Council on May 21, 2003.

WHEREAS, said bids have been compared, checked, and tabulated and a report thereof filed with the City Manager as shown on Exhibit A attached; and

WHEREAS, the City Manager recommends the award of the bids for the various types and sizes of polemount and padmount transformers for the Electric Utility Department, be made to the bidders whose proposal and equipment meet City of Lodi specifications and whose transformers are expected to yield the lowest overall life-cycle costs, listed as follows:

Polemounts:	14 ea 50kVA	Wesco Distribution, San Leandro	\$10,966.80
Padmounts:	5 ea 37.5 kVA	Howard Industries, Laurel, MS	\$ 5,538.35
	15 ea 50kVA	Western States Electric, Portland, OR	\$16,873.65
	10 ea 75kVA	Western States Electric	\$14,244.55
	1 ea 167kVA	Western States Electric	\$ 2,306.93
	2 ea 112.5kVA 3Ø	Ermco/Hees Enterprises, Astoria, OR	\$ 6,872.30
	1 ea 500kVA 3Ø	Ermco/Hees Enterprises	<u>\$ 6,720.37</u>
			\$63,522.95

NOW, THEREFORE, BE IT RESOLVED by the Lodi City Council that the award of the bids for the purchase of polemount and padmount transformers for the Electric Utility Department, be and the same is hereby awarded to lowest responsible bidders as listed above, in the total amount of \$63,522.95.

Dated: August 18, 2004

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I hereby certify that Resolution No. 2004-_____ was passed and adopted by the City Council of the City of Lodi in a regular meeting held August 18, 2004, by the following vote:

AYES: COUNCIL MEMBERS –
NOES: COUNCIL MEMBERS –
ABSENT: COUNCIL MEMBERS –
ABSTAIN: COUNCIL MEMBERS –

SUSAN J. BLACKSTON
City Clerk

Transformer Bid Evaluation

Bid Opening: July 29, 2004

EXHIBIT A
TRANSFORMERS

Polemount

July 29, 2004

Tax (factor): 1.0775
No Load Loss \$/watt: 3.75
Load Loss \$/watt: 1.25

Bid Item 1: 50 kVA, 277 Volt, Single Phase Conventional Pole

Number of units: 11 51 800

Vendor	Unit Price \$	Extended Price \$	Price w/tax \$	No Load Loss (watts)	Load Loss (watts)	No Load Loss value	Load Loss value	Cost of Losses \$	Life Cycle Cost \$	Delivery (weeks)	Height (inches)	Weight (pounds)
Wesco Distribution, Inc.	727.00	7,997.00	8,616.77	115	411	4,743.75	5,651.25	10,395.00	19,011.77	11-12	36	601
ERMCO / Hess Enterprises, Inc.	815.00	8,965.00	9,659.79	100	415	4,125.00	5,706.25	9,831.25	19,491.04	9-11	34.9	612
Central Moloney	783.00	8,613.00	9,280.51	107	427	4,413.75	5,871.25	10,285.00	19,565.51	14	38	606
Kuhlman Electric	765.00	8,415.00	9,067.16	115	437	4,743.75	6,008.75	10,752.50	19,819.66	9	35	671
G E Supply	866.00	9,526.00	10,264.27	95	422	3,918.75	5,802.50	9,721.25	19,985.52	12	23.6	566
Cam Tran Pacific Ltd.	883.33	9,716.63	10,469.67	102	398	4,207.50	5,472.50	9,680.00	20,149.67	8-10	42	1023
Howard Industries	843.00	9,273.00	9,991.66	103	469	4,248.75	6,448.75	10,697.50	20,689.16	8-10	36	556
Western States (Cooper)	826.00	9,086.00	9,790.17	95	513	3,918.75	7,053.75	10,972.50	20,762.67	10-12	39	586

Padmount

Tax (factor):	1.0775
No Load Loss \$/watt:	3.75
Load Loss \$/watt:	1.25

July 29, 2004

Number of units: 5

28

>1.5

[illegible]

Number of units: 15

28

>1.6

[illegible]

Bid Item 3: 75 kVA, 240/120 Volt, Single Phase Pad,

Number of units: 10

28

>1.8

Vendor	Unit Price \$	Extended Price \$	Price w/tax \$	No Load Loss (watts)	Load Loss (watts)	No Load Loss value	Load Loss value	Cost of Losses \$	Life Cycle Cost \$	Delivery (weeks)	Height (inches)	Impedance %
Western States (Cooper)	1,322.00	13,220.00	14,244.55	120	672	4,500.00	8,400.00	12,900.00	27,144.55	16-18	24	1.960
Wesco Distribution	1,383.00	13,830.00	14,901.83	112	678	4,200.00	8,475.00	12,675.00	27,576.83	9-11	24	1.980
Ermco / Hess Enterprises, Inc.	1,389.00	13,890.00	14,966.48	135	676	5,062.50	8,450.00	13,512.50	28,478.98	10-12	26	2.000
Howard Industries, Inc.	1,513.00	15,130.00	16,302.58	153	546	5,737.50	6,825.00	12,562.50	28,865.08	7-9	24	2.000
Central Moloney	1,500.00	15,000.00	16,162.50	139	617	5,212.50	7,712.50	12,925.00	29,087.50	14	32	1.950
Kuhlman Electric	1,524.00	15,240.00	16,421.10	113	789	4,237.50	9,862.50	14,100.00	30,521.10	9	27	2.000
Cam Tran Pacific, Ltd.	1,707.37	17,073.70	18,396.91	148	600	5,550.00	7,500.00	13,050.00	31,446.91	8-10	24	2.500
G E Supply	1,303.00	13,030.00	14,039.83	133	632	4,987.50	7,900.00	12,887.50	26,927.33	10	26.8	1.370 **
Western States (Pauwels)	No Bid											

Bid Item 4: 167 kVA, 240/120 Volt, Single Phase Pad,

Number of units: 1

33

>2.0

Vendor	Unit Price \$	Extended Price \$	Price w/tax \$	No Load Loss (watts)	Load Loss (watts)	No Load Loss value	Load Loss value	Cost of Losses \$	Life Cycle Cost \$	Delivery (weeks)	Height (inches)	Impedance %
Western States (Cooper)	2,141.00	2,141.00	2,306.93	169	1441	633.75	1,801.25	2,435.00	4,741.93	16-18	30	2.300
Cam Tran Pacific, Ltd.	2,395.54	2,395.54	2,581.19	270	1100	1,012.50	1,375.00	2,387.50	4,968.69	8-10	26	2.100
Kuhlman Electric	2,412.00	2,412.00	2,598.93	226	1293	847.50	1,616.25	2,463.75	5,062.68	9	35	2.200
Ermco / Hess Enterprises, Inc.	2,393.00	2,393.00	2,578.46	282	1228	1,057.50	1,535.00	2,592.50	5,170.96	10-12	32	2.200
Wesco Distribution	2,625.00	2,625.00	2,828.44	242	1172	907.50	1,465.00	2,372.50	5,200.94	9-11	32	2.280
Howard Industries, Inc.	2,682.00	2,682.00	2,889.86	246	1176	922.50	1,470.00	2,392.50	5,282.36	8-10	33	2.800
G E Supply	2,752.00	2,752.00	2,965.28	198	1574	742.50	1,967.50	2,710.00	5,675.28	10	34	2.450
Central Moloney	3,200.00	3,200.00	3,448.00	247	1180	926.25	1,475.00	2,401.25	5,849.25	14	32	2.000
Western States (Pauwels)	No Bid											

** Does not meet specifications (Impedance)

Bid Item 5: 112.5 kVA, 208Y/120 Volt, Three Phase Pad

Number of units: 2

65 >2.0

Vendor	Unit Price \$	Extended Price \$	Price w/tax \$	No Load Loss (watts)	Load Loss (watts)	No Load Loss value	Load Loss value	Cost of Losses \$	Life Cycle Cost \$	Delivery (weeks)	Height (inches)	Impedance %
Ermco / Hess Enterprises, Inc.	3,189.00	6,378.00	6,872.30	264	993	1,980.00	2,482.50	4,462.50	11,334.80	6-9	49	2.700
Western States (Pauwels)	3,732.00	7,464.00	8,042.46	226	889	1,695.00	2,222.50	3,917.50	11,959.96	10-12	58	2.230
Western States (Cooper)	3,704.00	7,408.00	7,982.12	251	948	1,882.50	2,370.00	4,252.50	12,234.62	12-14	50	2.000
Howard Industries, Inc.	3,654.00	7,308.00	7,874.37	203	1149	1,522.50	2,872.50	4,395.00	12,269.37	5-7	48	2.300
Wesco Distribution	3,738.00	7,476.00	8,055.39	289	837	2,167.50	2,092.50	4,260.00	12,315.39	9-11	42.5	2.670
G E Supply	3,692.00	7,384.00	7,956.26	257	1116	1,927.50	2,790.00	4,717.50	12,673.76	15	47.6	2.940
Cam Tran Pacific, Ltd.	4,289.43	8,578.86	9,243.72	250	1040	1,875.00	2,600.00	4,475.00	13,718.72	8-10	54	3.400
Central Moloney	6,175.00	12,350.00	13,307.13	186	1119	1,395.00	2,797.50	4,192.50	17,499.63	14	65	2.120
Kuhlman Electric	No Bid											

Bid Item 6: 500 kVA, 480Y/277 Volt, Three Phase Pad,

Number of units: 1

75 >4.0

Vendor	Unit Price \$	Extended Price \$	Price w/tax \$	No Load Loss (watts)	Load Loss (watts)	No Load Loss value	Load Loss value	Cost of Losses \$	Life Cycle Cost \$	Delivery (weeks)	Height (inches)	Impedance %
Ermco / Hess Enterprises, Inc.	6,237.00	6,237.00	6,720.37	797	2737	2,988.75	3,421.25	6,410.00	13,130.37	6-9	49	4.600
Western States (Cooper)	6,232.00	6,232.00	6,714.98	794	3003	2,977.50	3,753.75	6,731.25	13,446.23	12-14	50	4.330
Wesco Distribution	6,588.00	6,588.00	7,098.57	652	3646	2,445.00	4,557.50	7,002.50	14,101.07	9-11	50.5	5.840
G E Supply	7,048.00	7,048.00	7,594.22	694	3171	2,602.50	3,963.75	6,566.25	14,160.47	15	62.5	4.290
Western States (Pauwels)	7,611.00	7,611.00	8,200.85	564	3162	2,115.00	3,952.50	6,067.50	14,268.35	10-12	66.75	4.100
Cam Tran Pacific, Ltd.	6,834.57	6,834.57	7,364.25	770	3390	2,887.50	4,237.50	7,125.00	14,489.25	8-10	54	4.500
Howard Industries, Inc.	8,559.00	8,559.00	9,222.32	739	2850	2,771.25	3,562.50	6,333.75	15,556.07	6-8	67	4.900
Central Moloney	9,942.00	9,942.00	10,712.51	735	2842	2,756.25	3,552.50	6,308.75	17,021.26	14	59	5.550
Kuhlman Electric	No Bid											



CITY OF LODI COUNCIL COMMUNICATION

AGENDA TITLE: Adopt resolution authorizing the City Manager to allocate Public Benefit Program funds to extend for one year the *Lodi House-As-A-System Inspection Program*; and authorizing the City Manager to execute a contract with the Energy Doctor, Incorporated to provide inspection services for this program (\$90,000) (EUD)

MEETING DATE: August 18, 2004

PREPARED BY: Electric Utility Director

RECOMMENDED ACTION: That the City Council adopt a resolution authorizing the City Manager to allocate \$90,000 in Public Benefit Program funds to extend for one year the *Lodi House-As-A-System Inspection Program*; and authorizing the City Manager to execute a contract with the Energy Doctor, Incorporated to provide the inspection services for this program.

BACKGROUND INFORMATION: This residential energy efficiency program was launched in August of 2003. To date, 345 residential, single-family dwellings have been inspected as part of this unique, California-first program. By way of this Council agenda item, Electric Utility staff is requesting and recommending that the *Lodi House-As-A-System Inspection Program* be continued for an additional year (July 8, 2004 – June 30, 2005, or until funds are exhausted), and that the Energy Doctor, Incorporated be retained as the selected contractor for the testing and inspection elements of the program.

The *Lodi House-As-A-System Inspection Program* involves the use of highly-specialized, computer diagnostics testing equipment which examines a home's air delivery system. The equipment monitors and interprets the air flow and air return of the existing air duct or delivery system within a single-family dwelling (the testing can also be utilized at duplexes, triplexes, as well as small commercial buildings). This diagnostics test is a crucial first step in identifying whether or not the home's heating and air conditioning system is operating at peak performance. If we identify that either the air supply system or the air return system, OR both, are improperly designed, or have reached replacement age, we provide the customer with the results of the testing, as well as recommendations for system repair. It is imperative that the air duct system be functioning at its peak, or the comfort level within the dwelling will be difficult to achieve and/or maintain. A faulty or poorly designed air delivery system has a direct effect on total energy consumption; thus, by improving the air delivery system, a customer can reduce electric and/or natural gas usage.

The proposed 2004-2005 program will be identical to the existing *Lodi House-As-A-System Inspection Program*, and rebates will continue to be offered for the repair or replacement of duct systems, **after** a customer has participated in the inspection program.

APPROVED: _____
JANET S. KEETER, Interim City Manager

Adopt resolution authorizing the City Manager to allocate Public Benefit Program funds to extend for one year the *Lodi House-As-A-System Inspection Program*; and authorizing the City Manager to execute a contract with the Energy Doctor, Incorporated to provide inspection services for this program (\$90,000)
August 18, 2004
Page 2

Electric Utility staff recommends utilizing the services of the Energy Doctor, Incorporated. The Lodi-based firm has worked directly with the City of Lodi Electric Utility on its air duct programs for over five years; the total price of the contract is \$90,000, and it commits the Energy Doctor, Incorporated to performing 450 home inspections during the upcoming fiscal year.

Note: Due to the Energy Doctor's existing business relationship with the City of Lodi, and their expertise in this arena, the City of Lodi Electric Utility respectfully requests that the Lodi City Council dispense with going out to bid pursuant to Lodi Municipal Code 3.20.070.

Based upon the tremendous success of the 2003-2004 *Lodi House-As-A-System Inspection Program*, Electric Utility staff respectfully recommends approval of this item as a qualifying energy efficient component of the City of Lodi Public Benefits Program.

FUNDING: 164605 Public Benefits Program (Category: Demand-side Management)

Funding Approval:

James R. Krueger, Finance Director

Alan N. Vallow
Electric Utility Director

PREPARED BY: Rob Lechner, Manager of Customer Service and Programs

ANV/RL/lst

cc: City Attorney

RESOLUTION NO. 2004-_____

A RESOLUTION OF THE LODI CITY COUNCIL AUTHORIZING
THE CITY MANAGER TO ALLOCATE PUBLIC BENEFITS
PROGRAM FUNDS TO EXTEND THE HOUSE-AS-A-SYSTEM
INSPECTION PROGRAM, AND TO EXECUTE A CONTRACT
WITH THE ENERGY DOCTOR, INC.

=====

WHEREAS, the state has mandated that beginning January 1, 1998, the City of Lodi is obligated to fund various programs through a Public Benefits Charge (PBC) based on an historical electric revenue requirement; and

WHEREAS, the requirement amounts to approximately \$1 million per year that must be dedicated to qualifying programs such as energy efficiency. A further stipulation is that these efforts must be done on the customer's side of the meter in order to qualify; and

WHEREAS, the City of Lodi's Public Benefits Program is comprised of four segments or customer groups: commercial/industrial, residential, community/non-profit, and municipal; and

WHEREAS, this request for a Public Benefits grant in the amount of \$90,000.00 is specifically designed to extend a residential program called the House-As-A-System Inspection Program, wherein the *Lodi House-As-A-System Inspection Program* involves the use of highly-specialized, computer diagnostics testing equipment which examines a home's air delivery system. The equipment monitors and interprets the airflow and air return of the existing air duct or delivery system within a single-family dwelling (the testing can also be utilized at duplexes, triplexes, as well as small commercial buildings). This diagnostics test is a crucial first step in identifying whether or not the home's heating and air conditioning system is operating at peak performance. *If* we identify that either the air supply system or the air return system, OR both, are improperly designed, or have reached replacement age, we provide the customer with the results of the testing, as well as recommendations for system repair. It is imperative that the air duct system be functioning at its peak, or the comfort level within the dwelling will be difficult to achieve and/or maintain. A faulty or poorly designed air delivery system has a direct effect on total energy consumption; thus, by improving the air delivery system, a customer can reduce electric and/or natural gas usage; and

WHEREAS, the proposed 2004-2005 program will be identical to the existing *Lodi House-As-A-System Inspection Program*, and rebates will continue to be offered for the repair or replacement of duct systems, **after** a customer has participated in the inspection program; and

WHEREAS, staff recommends extending the House-As-A-System Inspection Program as a qualifying component of the City of Lodi Public Benefits Program; and

WHEREAS, staff recommends utilizing Energy Doctor's existing business relationship with the City of Lodi, and their expertise in this arena, thereby dispensing with going out to bid pursuant to Lodi Municipal Code 3.20.070, and

NOW, THEREFORE, BE IT RESOLVED that the Lodi City Council does hereby authorize the City Manager to provide a Public Benefits Program grant in the amount of \$90,000.00 to fund the House-As-A-System Inspection Program; and

BE IT FURTHER RESOLVED, that the City Manager is hereby authorized and directed to execute a contract with Energy Doctor, Incorporated to provide inspection services for this program,

BE IT FURTHER RESOLVED that the program will begin July 8, 2004, and end on June 30, 2005, or until funds are exhausted.

Dated: August 18, 2004

=====

I hereby certify that Resolution No. 2004-_____ was passed and adopted by the Lodi City Council in a regular meeting held August 18, 2004, by the following vote:

AYES: COUNCIL MEMBERS –

NOES: COUNCIL MEMBERS –

ABSENT: COUNCIL MEMBERS –

ABSTAIN: COUNCIL MEMBERS –

SUSAN J. BLACKSTON
City Clerk

2004-_____



CITY OF LODI COUNCIL COMMUNICATION

AGENDA TITLE: Adopt resolution authorizing the City Manager to allocate Public Benefit Program funds for the Lodi Residential Refrigerator/Freezer Recycling Program; and authorizing the City Manager to execute a contract with JACO Environmental, Incorporated to provide removal and recycling services for this program (\$40,000) (EUD)

MEETING DATE: August 18, 2004

PREPARED BY: Electric Utility Director

RECOMMENDED ACTION: That the City Council adopt a resolution authorizing the City Manager to allocate \$40,000 in Public Benefit Program funds for the Lodi Residential Refrigerator/Freezer Recycling Program; and authorize the City Manager to execute a contract with JACO Environmental, Incorporated to provide the necessary appliance removal and recycling services for this program.

BACKGROUND INFORMATION: The City of Lodi Electric Utility has offered this program on two previous occasions to the residents of Lodi. Due to the extremely positive response to both of these efforts, Electric Utility staff is recommending a third project be implemented that involves the recycling of aging and inefficient refrigerators and freezers.

The Lodi Residential Refrigerator/Freezer Recycling Program is designed as follows:

- the project will begin September 1, 2004, and be offered for 30 days, or until funds are depleted;
- eligible residential customers must receive their electric utility service from the City of Lodi, and be current on all utility charges;
- customers will receive a rebate in the amount of \$25 for one (1) working refrigerator or freezer; the City will accept non-working refrigerators or freezers (up to two per customer service address); however, no rebate will be provided to the customer; and
- the City of Lodi Electric Utility will contract with JACO Environmental, Incorporated for all customer contact, refrigerator/freezer pick-up, and appropriate disposal.

Note: The City of Lodi Electric Utility utilized JACO Environmental, Incorporated during the previous refrigerator/freezer recycling projects. For this aforementioned reason, the City of Lodi Electric Utility respectfully requests that the Lodi City Council dispense with going out to bid pursuant to Lodi Municipal Code 3.20.70. By way of this Council action this evening, Council is also authorizing the City Manager to execute a contract with JACO Environmental, Incorporated to provide the necessary and required refrigerator/freezer pick-up, disposal and recycling services.

APPROVED: _____
JANET S. KEETER, Interim City Manager

Adopt resolution authorizing the City Manager to allocate Public Benefit Program funds for the Lodi Residential Refrigerator/Freezer Recycling Program; and authorizing the City Manager to execute a contract with JACO Environmental, Incorporated to provide removal and recycling services for this program (\$40,000)
August 18, 2004
Page 2

JACO Environmental will utilize one company-owned and –operated truck for the pick-up of refrigerators and/or freezers for the Lodi project. All used appliances will be taken to a JACO warehouse outside the Lodi area, where the appropriate dismantling of the appliance for recycling purposes is achieved. During the previous two projects, over 750 used, energy *inefficient* refrigerators/freezers were recycled. These older appliances* consume, on average, approximately 15 percent more energy during the course of one year, than the 2004 EnergyStar®-approved refrigerators or manual defrost freezers. In addition, refrigerators/freezers in excess of ten years of age cost roughly \$15 to \$18 per month to operate.

The total requested budget for this program is \$40,000. Of that amount, \$5,000 is earmarked for advertising and promotional purposes, while the remaining \$35,000 is designated for customer rebates and JACO Environmental's fee for services. With this proposed budget, it is anticipated that 250 used refrigerators/freezers can be disposed of and recycled.

The City of Lodi Electric Utility respectfully recommends approval of the Lodi Residential Refrigerator/Freezer Recycling Program as an approved element of the City of Lodi Public Benefits Program.

(*An older appliance is defined as one that has been in service for ten years or more.)

FUNDING: 164605- Public Benefits Program (Category: Demand-side Management)

Funding Approval:

James R. Krueger, Finance Director

Alan N. Vallow
Electric Utility Director

PREPARED BY: Rob Lechner, Manager of Customer Service and Programs

ANV/RL/lst

cc: City Attorney

RESOLUTION NO. 2004-_____

A RESOLUTION OF THE LODI CITY COUNCIL AUTHORIZING THE
CITY MANAGER TO ALLOCATE PUBLIC BENEFITS PROGRAM
FUNDS FOR THE LODI RESIDENTIAL REFRIGERATOR/ FREEZER
RECYCLING PROGRAM, AND FURTHER AUTHORIZING THE
CITY MANAGER TO EXECUTE A CONTRACT WITH JACO
ENVIRONMENTAL INC., TO PROVIDE REMOVAL AND
RECYCLING SERVICES FOR THIS PROGRAM

=====

WHEREAS, the state has mandated that beginning January 1, 1998, the City of Lodi is obligated to fund various programs through a Public Benefits Charge (PBC) based on a historical electric revenue requirement; and

WHEREAS, the requirement amounts to approximately \$1M per year that must be dedicated to qualifying programs such as energy efficiency. A further stipulation is that these efforts must be done on the customer's side of the meter in order to qualify; and

WHEREAS, the Electric Utility Department respectfully requests that the City Manager be authorized to allocate Public Benefit Program funds in the amount of \$40,000 to fund the Lodi Residential Refrigerator/Freezer Recycling Program. The Program is designed as follows:

- the project will begin September 1, 2004, and be offered for 30 days, or until funds are depleted;
- eligible residential customers must receive their electric utility service from the City of Lodi, and be current on all utility charges;
- customers will receive a rebate in the amount of \$25 for one (1) working refrigerator or freezer; the City will accept non-working refrigerators or freezers (up to two per customer service address); however, no rebate will be provided to the customer; and
- the City of Lodi Electric Utility will contract with JACO Environmental, Incorporated for all customer contact, refrigerator/freezer pick-up, and appropriate disposal.

WHEREAS, JACO Environmental will utilize one company-owned and –operated truck for the pick-up of refrigerators and/or freezers for the Lodi project. All used appliances will be taken to a JACO warehouse outside the Lodi area, where the appropriate dismantling of the appliance for recycling purposes is achieved; and

WHEREAS, Lodi Municipal Code §3.20.070 authorizes dispensing with bids for purchases of supplies, services, or equipment when it is in the best interest of the City to do so; and

WHEREAS, the City of Lodi Electric Utility utilized JACO Environmental, Incorporated during the previous refrigerator/freezer recycling projects. For this aforementioned reason, the City of Lodi Electric Utility respectfully requests that the Lodi City Council dispense with going out to bid pursuant to Lodi Municipal Code 3.20.70; and

WHEREAS, the City of Lodi Electric Utility recommends approval of funding for the Lodi Refrigerator/Freezer Environmental Recycling Project as an approved element of the City of Lodi Public Benefits Program in an amount not to exceed \$40,000.00; and

WHEREAS, staff recommends that the City Council authorize the City Manager to execute a contract with JACO Environmental, Incorporated to provide the necessary and required refrigerator/freezer pick-up, disposal and recycling services.

NOW, THEREFORE, BE IT RESOLVED, that the Lodi City Council hereby authorizes the City Manager allocate Public Benefits Program funds in the amount not to exceed \$40,000 to fund the Lodi Refrigerator/Freezer Environmental Recycling Project; and

BE IT FURTHER RESOLVED, that the City Manager is hereby authorized to execute a contract with JACO Environmental Incorporated to provide removal and recycling services for the program.

BE IT FURTHER RESOLVED, that this program will begin on September 1, 2004 for a period of thirty days, or until the funds are exhausted.

Dated: August 18, 2004

=====

I hereby certify that Resolution No. 2004-____ was passed and adopted by the Lodi City Council in an adjourned regular meeting held August 18, 2004 by the following vote:

AYES: COUNCIL MEMBERS –

NOES: COUNCIL MEMBERS –

ABSENT: COUNCIL MEMBERS –

ABSTAIN: COUNCIL MEMBERS –

SUSAN J. BLACKSTON
City Clerk

2004-____



CITY OF LODI COUNCIL COMMUNICATION

AGENDA TITLE: Adopt resolution authorizing the City Manager to enter into a Letter of Agreement between the City of Lodi and Northern California Power Agency (NCPA) for developing a wholesale electric delivery interconnection location at the White Slough Water Pollution Control Facility not to exceed \$70,000 (EUD)

MEETING DATE: August 18, 2004

PREPARED BY: Electric Utility Director

RECOMMENDED ACTION: That the City Council adopt a resolution authorizing the City Manager to enter into a Letter of Agreement between the City of Lodi and Northern California Power Agency (NCPA) for developing a wholesale electric delivery interconnect location at the White Slough Water Pollution Control Facility not to exceed \$70,000.

BACKGROUND INFORMATION: Currently, the White Slough Water Pollution Control Facility (WSWPCF) is undergoing various capital improvements. The improvements will significantly increase the Plant's electrical load. The Plant is served by two electric sources: one for normal operation and one for backup/emergency situations both of which are owned by PG&E. The cost to increase capacity of the two sources plus the ongoing energy delivery, maintenance and standby capacity charges is not cost effective when compared to other options.

This interconnection of Lodi's distribution system to NCPA's STIG will provide initially the required electrical capacity to serve the Plant's electrical needs. The final electric source design will include two utility sources this interconnection and the development of a primary utility distribution source. This alternative compared to upgrading existing PG&E facilities is cost effective, provides better reliability and increased capacity for future Plant loads and insures timely service restoration utilizing the City's Electric Line Crews.

FUNDING: 161652.1825.1700 Electric Utility System Improvement Fund

Funding Approval:

James R Krueger, Finance Director

Alan N. Vallow
Electric Utility Director

PREPARED BY: Mel Grandi, Manager, Electric Systems

ANV/MG/mdw

cc: City Attorney

APPROVED: _____
Janet S. Keeter, Interim City Manager

LETTER OF AGREEMENT FOR SERVICES BETWEEN
THE CITY OF LODI
AND
THE NORTHERN CALIFORNIA POWER AGENCY

The preamble of the Member Service Agreement states that, from time to time, the Northern California Power Agency (NCPA) may provide services relating to the supply of wholesale electric power and energy to one or more of the Members upon their request. This Letter of Agreement (LOA) between a member of NCPA, the City of Lodi ("Lodi"), and NCPA acknowledges such a request for service.

NCPA agrees to provide assistance to Lodi as detailed in Appendix A attached hereto. NCPA warrants that all work will be completed in a timely manner and on a best effort basis. NCPA and Lodi agree that Lodi may terminate this Agreement prior to completion of the tasks described in Appendix A, at any time, upon five days written notice to NCPA. Lodi agrees to allow access to those records that NCPA deems necessary for successful completion of all tasks. When the tasks specified in Appendix A are completed, NCPA and Lodi will jointly review and approve the results upon which NCPA will be released from further responsibility to perform the task. NCPA and Lodi mutually agree that Lodi shall assume any and all responsibility for costs or penalties that may arise from Lodi's use of the work, or any part of the work done by NCPA for Lodi pursuant to the terms of this Letter Agreement, and Lodi shall hold NCPA, its officers, employees, agents and assigns harmless from the consequences of such use.

NCPA agrees to provide a monthly invoice for services provided under this LOA, and Lodi agrees to pay each invoice from NCPA within fifteen (15) days of the due date. Payments not made within 30 days following the bill date shall bear interest at the prime rate of the Bank of America, NT & SA then in effect, plus two percent per annum until paid. The total compensation for the costs incurred and the services to be performed under this LOA shall not exceed \$70,000 without the further written agreement of the parties. Compensation for services performed by NCPA staff under this LOA shall be billed in accordance with Appendix B, also attached hereto. Compensation for services performed by third party entities shall be passed through to Lodi as billed to NCPA.

IN WITNESS HEREOF, the parties hereto have entered into this Letter of Agreement dated August ____, 2004.

NCPA

By: _____

Title: _____

CITY OF LODI

By: _____

Janet S. Keeter
Interim City Manager

ATTEST:

Susan Blackston, City Clerk

APPROVED AS TO FORM:

D. Stephen Schwabauer
City Attorney

APPENDIX A

CITY OF LODI - NCPA STIG (CT2 Project) INTERCONNECTION STUDY

A Letter of Agreement (LOA) between NCPA and The City of Lodi ("Lodi") has been established to provide services from NCPA to Lodi regarding an assessment of the requirements for Lodi to interconnect its electric distribution system to receive wholesale electric energy from the NCPA STIG electrical system. These services include the following:

- (1) Obtain Power Engineers Inc, to perform professional engineering analysis and scope of work detailing the interconnection facilities required to serve Lodi's wastewater treatment plant from the current electrical system associated with NCPA's STIG generation facility in Lodi.
- (2) Obtain necessary and appropriate legal counsel regarding the regulatory and contractual requirements/issues associated with interconnecting Lodi's electric distribution system to the STIG generation facility's electrical system.
- (3) Initiate a competitive bidding process on behalf of Lodi for any interconnection work that NCPA or Lodi will not perform with their own forces.
- (4) Prepare the necessary interconnection agreement between Lodi and NCPA, and obtain all necessary approvals and endorsements from the owners of the STIG (or their authorized representatives).
- (5) Purchase equipment and supplies necessary to establish the interconnection.
- (6) Provide other consulting services related to this matter as requested and directed by Lodi.

APPENDIX B

CITY OF LODI WASTEWATER TREATMENT PLANT INTERCONNECTION STUDY

COMPENSATION RATES FOR NCPA STAFF*

AGMs	\$135 -150
Managers	120 - 140
Coordinators – Supervisors	90 - 120
Resource Planners & Resource Schedulers	95 - 100
Engineers	50 - 100
Technicians	50 - 75
Administrative Assistants	40 - 50
Student Assistants	20 - 25

* Staff rates are the sum of direct and indirect costs as per NCPA budget

RESOLUTION NO. 2004-_____

A RESOLUTION OF THE LODI CITY COUNCIL AUTHORIZING THE
CITY MANAGER TO ENTER INTO A LETTER OF AGREEMENT
BETWEEN THE CITY OF LODI AND NORTHERN CALIFORNIA POWER
AGENCY (NCPA) FOR DEVELOPING A WHOLESALE ELECTRIC
DELIVERY INTERCONNECT LOCATION AT THE WHITE SLOUGH
WATER POLLUTION CONTROL FACILITY

=====

NOW, THEREFORE, BE IT RESOLVED that the Lodi City Council hereby authorizes the City Manager to enter into a Letter of Agreement between the City of Lodi and Northern California Power Agency (NCPA) for developing a wholesale electric delivery interconnection location at the White Slough Water Pollution Control Facility, in an amount not to exceed \$70,000.

BE IT FURTHER RESOLVED that the City Manager is hereby authorized to execute said agreement on behalf of the City of Lodi.

Dated: August 18, 2004

=====

I hereby certify that Resolution No. 2004-_____ was passed and adopted by the Lodi City Council in a regular meeting held August 18, 2004, by the following vote:

AYES: COUNCIL MEMBERS –

NOES: COUNCIL MEMBERS –

ABSENT: COUNCIL MEMBERS –

ABSTAIN: COUNCIL MEMBERS –

SUSAN J. BLACKSTON
City Clerk



CITY OF LODI COUNCIL COMMUNICATION

TM

AGENDA TITLE: Adopt Resolution Authorizing Destruction of Certain Human Resources Records.
(HR)

MEETING DATE: Wednesday, August 18, 2004

PREPARED BY: Human Resources Director

RECOMMENDED ACTION: That the City Council approve the destruction of the hereinafter listed City of Lodi records.

BACKGROUND INFORMATION: In accordance with Government Code, Section 34090, permission is requested to destroy the following obsolete City records:

1. Personnel employment records of separated full-time employees (over 5 years old).*
2. Applications for employment from expired eligible lists (over 2 years).
3. Examination files (over 5 years old).
4. General Liability files (over 5 years old).*
5. Workers Compensation files (over 5 years old).*

*Microfilm copy of records will be retained.

FUNDING: None required.

Respectfully submitted,

Joanne M. Narloch, Human Resources Director

cc: City Attorney

Prepared By: Amy Flores, Management Analyst

APPROVED: _____
Janet Keeter, Interim City Manager

RESOLUTION NO. 2004-_____

A RESOLUTION OF THE LODI CITY COUNCIL
AUTHORIZING DESTRUCTION OF CERTAIN RECORDS
RETAINED BY HUMAN RESOURCES

=====

WHEREAS, in accordance with Government Code Section 34090, the City Attorney has filed his written consent to the destruction of certain records retained by the Human Resources Department, an inventory of which is attached hereto, marked Exhibit A, and thereby made a part hereof.

NOW, THEREFORE, BE IT RESOLVED by the Lodi City Council that:

1. The records heretofore identified are no longer required.
2. The Lodi City Council finds that the City Attorney has given his written consent to the destruction of the records inventoried on Exhibit A attached hereto and the destruction of those records is hereby authorized.

Dated: August 18, 2004

=====

I hereby certify that Resolution No. 2004-_____ was passed and adopted by the City Council of the City of Lodi in a regular meeting held August 18, 2004, by the following vote:

AYES: COUNCIL MEMBERS –

NOES: COUNCIL MEMBERS –

ABSENT: COUNCIL MEMBERS –

ABSTAIN: COUNCIL MEMBERS –

SUSAN J. BLACKSTON
City Clerk

2004-_____

EXHIBIT A

INVENTORY OF CERTAIN RECORDS RETAINED BY THE HUMAN RESOURCES DEPARTMENT REQUESTED TO BE DESTROYED PURSUANT TO GOVERNMENT CODE SECTION 34090

=====

- 1.) Personnel employment records of separated full-time employees (over 5 years old).*
- 2.) Applications for employment from expired eligible lists (over 2 years old).
- 3.) Examination files (over 5 years old).
- 4.) General Liability files (over 5 years old).*
- 5.) Workers Compensation files (over 5 years).*

*** Microfilm copy of records will be retained.**

Dated: _____

JOANNE NARLOCH
Human Resources Director

APPROVED FOR DESTRUCTION:

Dated: _____

D. STEPHEN SCHWABAUER
City Attorney, City of Lodi



CITY OF LODI COUNCIL COMMUNICATION

AGENDA TITLE: Set Public Hearing for September 1, 2004, to Consider the Technical Equipment Purchase Proposal for Local Law Enforcement Block Grant Program

MEETING DATE: August 18, 2004

PREPARED BY: Jerry Adams, Chief of Police

RECOMMENDED ACTION: That the City Council set a Public Hearing for September 1, 2004, to Consider the technical equipment purchase proposal for the Local Law Enforcement Block Grant Program.

BACKGROUND INFORMATION: On June 30, 2004, the Lodi Police Department applied for a Grant from the Local Law Enforcement Block Grant Program Funds in the amount of \$33,813, excluding matching funds of \$3,757. The source of the matching funds will be taken from the 2004/2005 Police Department Budget. When the funds are received, they will be placed in a special revenue fund, pending dispersal. The Police Department intends to use the funds for software acquisition and technology updates on equipment that is currently being used by the Lodi Police Department.

On July 27, 2004, an Advisory Board, consisting of the following individuals, convened and reviewed a proposal for the disbursement of these funds:

Dr. Richard Ferrera, Associate Superintendent, Lodi Unified School District
Honorable David Warner, Judge, San Joaquin County Superior Court
Mr. Tom Ziegler, Deputy District Attorney
San Joaquin County District Attorney's Office
Mr. Richard Jones, President, Lodi Boys & Girls Club
Chief Jerry Adams, Lodi Police Department
Captain Larry Manetti, Lodi Police Department
Betsy Peterson, Management Analyst, Lodi Police Department

FUNDING: Total Grant is 37,570, including matching City Funds in the amount of \$3,757. The City funds will be taken from Lodi Police Department money provided by the State Supplemental Law Enforcement Services Fund.

James R. Krueger
Finance Director

Jerry J. Adams
Chief of Police

cc: City Attorney

APPROVED: _____
Janet S. Keeter, Interim City Manager



CITY OF LODI COUNCIL COMMUNICATION

AGENDA TITLE: Set a Public Hearing for September 1, 2004 to consider the certification of FINAL Program Environmental Impact Report for the White Slough Water Pollution Control Facility and direct staff to make application to the San Joaquin Local Agency Formation Commission (LAFCO) to designate the Sphere of Influence.

MEETING DATE: August 18, 2004

PREPARED BY: Community Development Director

RECOMMENDED ACTION: That the City Council Set a Public Hearing for September 1, 2004 to consider the certification of FINAL Program Environmental Impact Report for the White Slough Water Pollution Control Facility and direct staff to make application to the San Joaquin Local Agency Formation Commission (LAFCO) to designate the Sphere of Influence.

FUNDING: None

Konradt Bartlam
Community Development Director

KBlw

APPROVED: _____
H. Dixon Flynn, City Manager

Comments by the public on non-agenda items

THE TIME ALLOWED PER NON-AGENDA ITEM FOR COMMENTS MADE BY THE PUBLIC IS LIMITED TO FIVE MINUTES.

The City Council cannot deliberate or take any action on a non-agenda item unless there is factual evidence presented to the City Council indicating that the subject brought up by the public does fall into one of the exceptions under Government Code Section 54954.2 in that (a) there is an emergency situation, or (b) the need to take action on the item arose subsequent to the agenda's being posted.

Unless the City Council is presented with this factual evidence, the City Council will refer the matter for review and placement on a future City Council agenda.



CITY OF LODI COUNCIL COMMUNICATION

AGENDA TITLE: Public Hearing to Receive Comments on and Consider Accepting the City of Lodi's Public Health Goals Report

MEETING DATE: August 18, 2004

PREPARED BY: Public Works Director

RECOMMENDED ACTION: That the City Council conduct a public hearing to receive comments on and consider accepting the required Public Health Goals Report.

BACKGROUND INFORMATION: City staff has prepared the attached report comparing Lodi's drinking water with California EPA's public health goals (PHGs) and with the US EPA's maximum contaminant level goals (MCLGs). PHGs and MCLGs are not enforceable standards and no action to meet them is mandated.

California Code of Regulations, Title 22, Section 116470 mandates that a report be prepared every three years. The report is intended to provide information to the public, in addition to the Annual Water Quality Report mailed to each customer in April 2004. On June 30, 2004, a public notice appeared in the *Lodi News-Sentinel* informing interested parties of the Public Health Goals Report and its availability.

The law also requires that a public hearing be held (which can be part of a regularly scheduled public meeting) for the purpose of accepting and responding to public comment on the report. A notice of public hearing was published in the *Lodi News-Sentinel* on July 10, 2004.

Our water system complies with all of the health-based drinking water standards and maximum contaminant levels (MCLs), as required by the California Department of Health Services and the US EPA. No additional actions are required or recommended.

FUNDING: Not applicable.

Richard C. Prima, Jr.
Public Works Director

Prepared by Frank Beeler, Assistant Water/Wastewater Superintendent

RCP/FB/dsg

Attachment

cc: Del Kerlin, Assistant Water/Wastewater Superintendent
Mike Schafer, Laboratory Services Supervisor

APPROVED: _____
Janet S. Keeter, Interim City Manager

CITY OF LODI
REPORT ON WATER QUALITY
RELATIVE TO PUBLIC HEALTH GOALS
JUNE, 2004

Background

Provisions of the California Health and Safety Code, Title 22, Section 116470, specify that larger water utilities (more than 10,000 service connections), are required to prepare a special report every three years detailing if their water quality measurements have exceeded any Public Health goals (PHGs). These are **non-enforceable** goals established by the Cal-EPA's Office of Environmental Health Hazard Assessment. As of January 1, 2004 Cal-EPA has adopted 71 PHGs. The law also requires that where Cal-EPA has not adopted a PHG for a constituent, the water suppliers are to use the enforceable Maximum Contaminant Level Goals (MCLGs) adopted by the United States Environmental Protection Agency (U.S. EPA). Only constituents which have a California primary drinking water standard and for which either a PHG or MCLG has been set are to be addressed per regulations.

The law specifies what information is to be provided in the report. If a constituent was detected in the water supply at a level exceeding an applicable PHG or MCLG, this report provides the information required by law. Included are:

- The numerical public health risk associated with the Maximum Contaminant Level (MCL) and the PHG or MCLG;
- The category or type of risk to health that could be associated with each constituent;
- The best treatment technology available that could be used to reduce the constituent level;
- An estimate of the cost to install that treatment if it is appropriate and feasible.

What are PHGs?

PHGs are Public Health Goals set by the California Environmental Protection Agency's Office of Environmental Health Hazard Assessment and are based solely on public health risk considerations. None of the practical risk-management factors that are considered by the U.S. EPA or the California Department of Health Services in setting enforceable drinking water standards (Maximum Contaminant Levels or MCLs) are considered in setting the PHGs. These factors include analytical detection capability, treatment technology available, benefits and costs. The PHGs are **not enforceable and are not required to be met** by any public water system. MCLGs are the federal equivalent to PHGs.

Water Quality Data Considered:

All of the water quality data collected by our water system in 2003 for purposes of determining compliance with drinking water standards was considered. This data was all summarized in the attached 2003 Annual Water Quality Report which was mailed to our

customers in April 2004. The attached 2003 Annual Water Quality Report also contains useful definitions for PHG, MCLG, MCL, microgram per liter, and milligram per liter.

Guidelines Followed:

The Association of California Water Agencies prepared guidelines for water utilities to use in preparing these required reports, and these guidelines were used in the preparation of our report. No guidance was available from state regulatory agencies.

Best Available Treatment Technology and Cost Estimates:

Both the U.S. EPA and the California Department of Health Services adopt what are known as Best Available Technologies or BATs which are the best known methods of reducing contaminant levels to the MCL. Costs can be estimated for such technologies. However, since many PHGs and all MCLGs are set much lower than the MCL, it is not always possible, nor feasible to determine what treatment is needed to further reduce a constituent downward to or near the PHG or MCLG, many of which are set at zero. Estimating the costs to reduce a constituent to zero is difficult, if not impossible, because it is not possible to verify by analytical means that the level has been lowered to a zero. In some cases, installing treatment to try and further reduce very low levels of one constituent may have adverse effects on other aspects of water quality. For example; to meet the Copper PHG, chemicals to further coat home plumbing would need to be added to Lodi's drinking water, and in GAC treatment systems, more frequent change outs of carbon and larger vessels keeping water in contact with activated carbon longer can both increase the risk of bacterial contamination.

The estimates below reflect only wellhead treatment capital and annual operation and maintenance costs for typical wells. Design, potential costs for additional land and other site specific requirements are not included. These costs are not indicative of the total past and potential future costs to remediate groundwater throughout Lodi.

Constituents Detected That Exceed a PHG or a MCLG:

The following is a discussion of constituents that were detected in one or more of our drinking water sources at levels above the PHG, or if no PHG, above the MCLG.

Trichloroethylene (TCE): The PHG for TCE is 0.8 micrograms per liter (ug/L or parts per billion). The MCL or drinking water standard for TCE is 5 ug/l. We detected TCE at levels not exceeding the MCL in the discharges from two (2) of Lodi's 25 City Wells used in 2003. The averages for these City Wells in 2003 were:

City Well No. 2	-	1.9 ug/l
City Well No. 24	-	0.33 ug/l

(City Well No. 24 - for information only. The above level is below the State PHG but is higher than the MCLG. This well was not included in the cost analysis below.)

*All annual customer costs were based on an assumed annualized cost of capital expenditures equal to 10% of capital costs plus annual and maintenance costs divided by 23,000 customers.

The category of health risk associated with TCE, and the reason that a drinking water standard was adopted for it, is the people who drink water containing TCE above the MCL throughout their lifetime could theoretically experience an increased risk of getting cancer. The California Department of Health Services says that “Drinking water which meets this standard (the MCL) is associated with little to none of this risk and should be considered safe with respect to TCE.” (*CDHS Blue Book of drinking water law and regulations, Section 64468.2, Title 22, CCR.*) The Best Available Technology for TCE to lower the level below the MCL is either Granular Activated Carbon or Packed Tower Aeration. Since the TCE level in these two City Wells is already below the MCL, a Granular Activated Carbon Treatment System with larger vessels would likely be required to attempt to keep TCE levels to below 0.8 ug/L. The estimated cost to install such a treatment system on one City Well and enhance the capacity on one City Well with an existing treatment system that would reliably reduce the TCE level to below 0.8 ug/L would be approximately \$400,000 and require annual Operation and Maintenance at a cost of approximately \$62,000 per year. This would result in an assumed increased cost for each customer of approximately \$6*.

Dibromochloropropane (DBCP): The PHG for DBCP is 1.7 nanograms per liter (ng/L or parts per trillion). The MCL for DBCP is 200 ng/L. We detected DBCP at levels not exceeding the MCL in the discharges from 10 of Lodi’s 25 City Wells used 2003. The annual averages for these City Wells in 2003 were:

City Well No. 1R	-	90 ng/l
City Well No. 6R	-	140 ng/l
City Well No. 8	-	180 ng/l
City Well No. 13	-	90 ng/l
City Well No. 14	-	100 ng/l
City Well No. 17	-	170 ng/l
City Well No. 18	-	150 ng/l
City Well No. 19	-	140 ng/l
City Well No. 20	-	23 ng/l
City Well No. 21	-	10 ng/l

The category for health risk associated with DBCP, and the reason that a drinking water standard was adopted for it, is the people who drink water containing DBCP above the MCL throughout their lifetime could theoretically experience an increased risk of getting cancer. The California Department of Health Services says that “Drinking water which meets this standard (the MCL) is associated with little to none of this risk and should be considered safe with respect to DBCP.” (*CDHS Blue Book of drinking water law and regulations, Section 64468.3, Title 22, CCR.*) The numerical health risk for an MCLG of zero is zero. The Best Available Technology for DBCP to lower the level below the MCL is either Granular Activated Carbon or Packed Tower Aeration. To attempt to maintain the DBCP levels at zero, Granular Activated Carbon Treatment Systems with longer empty bed contact times and more frequent carbon change-outs would likely be required. The estimated cost to install such a treatment system on eight City Wells, and enhance capacities on six City Wells with

*All annual customer costs were based on an assumed annualized cost of capital expenditures equal to 10% of capital costs plus annual and maintenance costs divided by 23,000 customers.

existing treatment systems that would reliably reduce the DBCP level to zero would be approximately \$3.2 million. The increased annual Operation and Maintenance costs would be approximately \$470,000 per year. This would result in an assumed increased cost for each customer of approximately \$34 per year*. (Note: this increase cost may not be reimbursable under the terms of Lodi's settlement agreement with DBCP manufacturers.)

1,1,2,2- Tetrachloroethylene (PCE) : The PHG for PCE is 0.06 micrograms per liter (ug/l or parts per billion). The MCL or drinking water standard for PCE is 5 ug/l. We detected PCE at levels not exceeding the MCL in the discharges from three (3) of Lodi's 25 City Wells used in 2003. The averages of these City Wells in 2003 were:

City Well No. 6R	-	0.61 ug/l
City Well No. 8	-	0.62 ug/l
City Well No. 12	-	0.54 ug/l

The category of health risk associated with PCE, and the reason that a drinking water standard was adopted for it, is the people who drink water containing PCE above the MCL throughout their lifetime could theoretically experience an increased risk of getting cancer. The California Department of Health Services says that "Drinking water which meets this standard (the MCL) is associated with little to none of this risk and should be considered safe with respect to PCE." (*CDHS Blue Book of drinking water law and regulations, Section 64468.2, Title 22, CCR.*) The Best Available Technology for PCE to lower the level below the MCL is either Granular Activated Carbon or Packed Tower Aeration. Since the PCE level in these three City Wells is already below the MCL, a Granular Activated Carbon Treatment System with larger vessels would likely be required to attempt to keep PCE levels below the PHG. The estimated cost to install such a treatment system on three City Wells that would reliably reduce the PCE level to the PHG would be approximately \$1.2 million and require annual Operation and Maintenance at a cost of approximately \$145,000 per year. This would result in an assumed increased cost for each customer of approximately \$11*.

Coliform Bacteria: In 2003, we collected 972 samples from our distribution system for coliform analysis. Of these samples, 0.4% were positive for coliform bacteria. In 2003 a maximum of 1.3% of these samples were positive for one month.

The MCL for coliform is 5% positive samples of all samples per month and the MCLG is zero. The reason for the coliform drinking water standard is to minimize the possibility of the water containing pathogens which are organisms that cause waterborne disease. Because coliform is only an indicator of the potential presence of pathogens, it is not possible to state a specific numerical health risk. While U.S. EPA normally sets MCLGs "at a level where no known or anticipated adverse effects on persons would occur" they indicate that they cannot do so with coliforms.

Coliform bacteria are organisms that are found just about everywhere in nature and are not generally considered harmful. They are used as an indicator because of the ease in

*All annual customer costs were based on an assumed annualized cost of capital expenditures equal to 10% of capital costs plus annual and maintenance costs divided by 23,000 customers.

monitoring and analysis. If a positive sample is found, it indicates a potential problem that needs to be investigated and follow up sampling done. It is not at all unusual for a system to have an occasional positive sample. It is difficult, if not impossible, to assure that a system will never get a positive sample. A further test that is performed on all total coliform positive results is for Fecal Coliform or E. Coli. There were no positive fecal Coliform or E. Coli results in 2003.

To reduce the number of positive results for coliform bacteria, the City of Lodi occasionally chlorinates the water system. The sources of water (City Wells) and all new or repaired water mains follow disinfection procedures and pass bacteriological testing before being allowed "on-line".

Full time chlorination will not guarantee that a system will never get a positive sample. If the City were to go to full time chlorination of the drinking water system, the estimated cost to install chlorine generation systems on 25 City Wells would be approximately \$880,000 and annual Operation and Maintenance cost would be approximately \$55,000 per year. This would result in an assumed increased cost for each customer of approximately \$6 per year.*

Copper: The PHG for copper is 0.17 milligrams per liter (mg/L or parts per million). There is no MCL for Copper. Instead the 90th percentile value of all samples from household taps in the distribution system cannot exceed an Action Level of 1.3 mg/L.

The category of health risk for copper is gastrointestinal irritation.

All of Lodi's source water samples for copper in 2003 were less than the PHG. Based on sampling of the distribution system in 2003, our 90th percentile value for copper was 0.41 mg/L.

Our water system is in full compliance with the Federal and State Lead and Copper Rule. Based on sampling, it was determined, based to State regulatory requirements, that Lodi meets the Action Level for copper. Therefore, based on criteria set forth by the California Department of Health Services we meet the criteria for "optimized corrosion control" for our system.

In general, optimizing corrosion control is considered to be the best available technology to deal with corrosion issues and with any copper findings. We continue to monitor our water quality parameters that relate to corrosivity, such as the pH, hardness, alkalinity, total dissolved solids, and will take action if necessary to maintain our system in an "optimized corrosion control" condition.

Since we are meeting the "optimized corrosion control" requirements, there is no apparent reason to initiate additional corrosion control treatment as it involves the addition of other chemicals and there could be additional water quality issues raised. Therefore, no estimate of cost has been included.

*All annual customer costs were based on an assumed annualized cost of capital expenditures equal to 10% of capital costs plus annual and maintenance costs divided by 23,000 customers.

Recommendations For Further Action:

The drinking water quality of the City of Lodi Public Water System meets all State of California, Department of Health Services and U.S. EPA drinking water standards set to protect public health. To further reduce the levels of the constituent's identified in this report that are already below the Maximum Contaminant Levels established by the State and Federal government, additional costly treatment processes would be required.

The effectiveness of the treatment processes to provide any significant reductions in constituent levels at these already low values is uncertain. The theoretical health protection benefits of these further hypothetical reductions are not at all clear and may not be quantifiable. Therefore, staff is not recommending further action at this time. However, the point of this process is to provide you with information on water quality in Lodi and rough costs to make certain improvements.

This report was completed by City of Lodi Public Works Department staff. Any questions relating to this report should be directed to: City of Lodi, Assistant Water/Wastewater Superintendent Frank Beeler, 1331 South Ham Lane, Lodi, CA 95242 or call (209) 333-6740.

*All annual customer costs were based on an assumed annualized cost of capital expenditures equal to 10% of capital costs plus annual and maintenance costs divided by 23,000 customers.

Annual Water Quality Report for 2003

City of Lodi, Published April 2004

(Este informe contiene informacion muy importante sobre su agua potable. Traduzcalo o hable con alguien que lo entienda bien.)

This 15th Annual Water Quality Report summarizes testing performed on Lodi's water supply by State certified laboratories. This report follows the "Consumer Confidence Report" (CCR) format required by the U.S. Environmental Protection Agency and the State of California.

WHO ARE WE?

In 1910 your City of Lodi Water Utility officially began operation along with the Electric Utility, and for 93 years, the water system has been owned by the Citizens of Lodi. Ninety-two years ago there were only two wells and a few miles of water mains. In 2003 there were 25 wells, over 210 miles of mains, a water tower and a 1-million-gallon storage tank. Lodi delivers water to approximately 23,000 residential, commercial and industrial customers.

Water rates, system expansion projects, and significant purchases are authorized by the Lodi City Council, which serves as the water utility's official regulatory body. **Lodi City Council meetings are open to the public and are scheduled for the first and third Wednesdays of each month at 305 West Pine Street in Lodi at 7:00 p.m.**

YOUR DRINKING WATER SYSTEM

25 computer controlled wells, located throughout the City, provide high quality groundwater, our sole source of supply. The wells operate automatically on water pressure demand so that when water use increases, more wells come on line. A new well is planned for 2004 to keep up with water supply demands. However, the groundwater basin is being depleted. Lodi has purchased rights to some surface water in the Mokelumne River. The City is currently studying the most effective and cost efficient use of this surface water.

Currently seven wells are fitted with emergency diesel-powered generators. (While these generators will help maintain water pressure during power outages, please refrain from using water during power outages to save the capacity for emergency uses, i.e., fire fighting.) The water delivered to your tap meets or is better than all federal and state water quality standards.

BACTERIOLOGICAL WATER QUALITY — CHLORINATION

Lodi takes over 20 samples per week from throughout Lodi's water distribution system for bacterial water quality. In 2003 the City of Lodi's drinking water met all bacteriological standards.

The water may be periodically chlorinated as a proactive step to help keep the water system in compliance with strict bacteriological standards, however, Lodi's water does not normally contain chlorine. The City will make an effort to inform you in local papers before your water is chlorinated. When necessary however, the drinking water may be chlorinated before you can be informed.

Recently the City of Lodi was ordered to start full time chlorination on the water system. After discussing the issue in detail with State regulators, it was found that there was a misunderstanding on the results of City bacteriological testing and the order was rescinded. The City is also following the development of U.S. EPA draft regulations which may require that nearly every groundwater system like Lodi's chlorinate year-round.

DRINKING WATER SOURCE ASSESSMENT

"An assessment of the drinking water sources for the City of Lodi's water system was completed in February 2003. The sources are considered most vulnerable to the following activities: gas stations (current and historic), chemical/petroleum processing/storage, metal plating/finishing/fabricating, plastic/synthetics producers, dry cleaners, known contaminant plumes, sewer collection systems, fleet/truck/bus terminals, machine shops, utility stations-maintenance areas, agricultural drainage, and photo processing/printing."

A copy of the completed assessment is available at the Public Works Department, City of Lodi, 1331 South Ham Lane, Lodi, CA 95242. You may request that a copy be sent to you by contacting Frank Beeler at (209) 333-6740. A copy of the complete assessment is also available at the Department of Health Services, Drinking Water Field Operations Branch, Stockton District Office, 31 E Channel Street, Room 270, Stockton, California 95202. You may also request that a copy be sent to you by contacting Joseph O. Spano, District Engineer, at (209) 948-7696.

DOWNTOWN SOILS CLEAN-UP

The City, working with regulatory agencies in a cooperative fashion, is pursuing a resolution to a contamination problem in the north and central downtown Lodi area. While NO operating wells are out of compliance with any drinking water standards, there is PCE (Tetrachloroethylene) and TCE (Trichloroethylene) found in soils and shallow groundwater. The City continues to work towards clean-up/containment of these dry cleaning and industrial solvents through litigation and mediation with the various potentially responsible parties.

DBCP (Dibromochloropropane) UPDATE

DBCP was used by area farmers to kill nematodes in vineyards. DBCP was banned in California in 1977, but is still present in trace levels in some groundwater. The City of Lodi used 25 wells to provide drinking water in 2003. The wells are rotated so over the course of time, water being delivered is a blend from these wells. Eleven of Lodi's wells had no detectable DBCP. Six wells have filters to remove DBCP. The remaining eight meet State and Federal standards, but have trace amounts of DBCP. **The result is that the people of Lodi are being served water below the DBCP level deemed safe by the U.S. EPA and the State of California.**

DBCP has been shown to increase cancer nodules in rats and mice when exposed to very high levels over their lifetimes. In theory these chemicals may also increase the risk of cancer in humans. Drinking water standards are set to reduce this risk and include a safety factor for the general population and take into account the cost and practicality of removing the particular contaminant. While there are scientists who say this theory is not justifiable, there are also those who feel that the standards do not protect sub-groups, such as children.

As a counterpoint, this theoretical risk of cancer has also been applied to many chemicals that occur in everyday foods. When chemicals that are found in everyday foods are tested in the same way, some scientists have found that many foods have a greater theoretical cancer hazard than DBCP in drinking water.

For more info, see the web site: <http://potency.berkeley.edu/text/lehr.html> (to better understand, the above web site, DBCP levels in Lodi's water would have a HERP% of approximately 0.0005).

The U.S. EPA and State of California drinking water standard for DBCP has been set at 0.2 ppb to reduce the theoretical risk of cancer. This theoretical risk is based on lifetime (70 years) exposure and drinking about two quarts of water every day. The limit of 0.2 ppb equals one drop in 66,000 gallons of water. It would take over 350 years to drink 66,000 gallons of water at 2 quarts/day. Water meeting this standard is considered safe with respect to DBCP by the U.S. EPA and State of California Department of Health Services.

In 1996 the City settled a lawsuit against DBCP manufacturers, who have already paid the City for a large portion of Lodi's costs related to DBCP treatment. The DBCP manufacturers will continue to pay a large portion of the City's DBCP related costs for the settlement's 40-year life.

If you have any questions about this report or Lodi's water quality, please contact:

Assistant Water/Wastewater Superintendent • Frank Beeler

1331 S. Ham Lane, Lodi, CA 95242 • Telephone: (209) 333-6740 • E-mail: fbeeler@lodi.gov

To better understand the report, please note the description of terms and abbreviations

Terms and Abbreviations Used:

Maximum Contaminant Level (MCL): The highest level of a contaminant that is allowed in drinking water. Primary MCLs are set as close to the PHGs (or MCLGs) as is economically and technologically feasible. Secondary MCL's are set to protect the odor, taste, and appearance of drinking water.

Public Health Goal (PHG): The level of a contaminant in drinking water below which there is no known or expected risk to health. PHGs are set by the California Environmental Protection Agency.

Maximum Contaminant Level Goal (MCLG): The level of a contaminant in drinking water below which there is no known or expected risk to health. MCLGs are set by the U.S. Environmental Protection Agency.

Regulatory Action Level (AL): The concentration of a contaminant which, if exceeded, triggers treatment or other requirements which a water system must follow.

Primary Drinking Water Standard or PDWS: MCLs and MRDLs for contaminants that affect health along with their monitoring and reporting requirements, and water treatment requirements.

Maximum residual disinfectant level (MRDL): The level of a disinfectant added for water treatment that may not be exceeded at the consumer's tap.

Maximum residual disinfectant level goal (MRDLG): The level of a disinfectant added for water treatment below which there is no known or expected risk to health. MRDLGs are set the U.S. Environmental Protection Agency.

mg/L or ppm: Milligrams per liter, or parts per million (one ppm equals a concentration of about one cup in a 60,000 gallon swimming pool).

ug/L or ppb: Micrograms per liter, or parts per billion (one ppb equals about 4.5 drops in a 60,000 gallon swimming pool).

ppt: Parts per trillion (one ppt equals less than 1/200 of a drop in a 60,000 gallon swimming pool).

pCi/L: Picocuries per liter (a measurement of radiation).

NA: Not Applicable.

ND: Not Detected at measurable amounts for reporting purposes.

Grains/gal: Grains per gallon. A hardness measurement often used for softeners and dishwashers. (17.1 mg/L = 1 grain/gal).

umhos/cm: Micromhos per centimeter (a measurement of conductance).

< Means less than the amount shown.

> Means more than the amount shown.

City of Lodi Annual Water Quality Report for 2003

(published April 2004)

Regulated Inorganic Chemicals *2001-2003 Data	MCL	Average of Lodi Wells	Range of Individual Detections	PHG or (MCLG)	Major sources in Drinking water
Aluminum, mg/L	1	0.024	0.22-ND	0.6	Erosion of natural deposits, residue from some surface water treatment processes
Arsenic, ug/L	50	4.2	9.0-ND	NA	Erosion of natural deposits (see message below)
Barium, mg/L	1	0.064	0.23-ND	2	Erosion of natural deposits
Fluoride, mg/L	1.4	0.11	0.22-ND	1	Erosion of natural deposits
Nitrate as NO ₃ , mg/L	45	8.6	36-ND	45	Leaching from fertilizer use; leaching from septic tanks and sewage; erosion of natural deposits (see Nitrate message)

Bacterial Water Quality Coliform Bacteria 2003 Data	MCL	Total Positive	Monthly High-Low Range	PHG or (MCLG)	Major sources in Drinking water
Total Coliform, Positive	5% /month	0.5%	1.3%- 0%	(0)	Naturally present in the environment
Fecal Coliform & E. coli	>1/mo.	0	0 - 0	(0)	Human and animal fecal waste

Radioactivity, pico Curies per Liter *1999-2003 Data	MCL	Average of Lodi Wells	Range of Individual Detections	PHG or (MCLG)	Major sources in Drinking water
Gross Alpha, pCi/L	15	4.95	15.15-0.96	(0)	Erosion of natural deposits
Radon, pCi/L	NA	378	568-268	NA	Erosion of natural deposits (See message)
Uranium, pCi/L	20	5.81	11.7-2.57	NA	Erosion of natural deposits

Organic Chemicals with at least one confirmed detection in an operational City Well						
Regulated Organic Chemicals 2003 Data	MCL	Average of Lodi Wells	Range of Individual Detections	PHG or (MCLG)	Major sources in Drinking water	Comments:
Tetrachloroethylene, (PCE) ppb	5	0.07	1.3** - ND	0.06	Discharge from factories, dry cleaners, and auto shops (metal degreaser)	Found in Wells # 6R, 8 & 12 at levels below the MCL.
1,1-Dichloroethylene (1,1-DCE), ppb	6	0.02	0.81**- ND	10	Discharge from industries. Local ground contamination from businesses using the chemical.	Only in Well # 2 at levels below the MCL
Trichloroethylene (TCE), ppb	5	0.09	3.0**- ND	0.8	Discharge from industries. Local ground contamination from businesses using the chemical. Breakdown product of Tetrachloroethylene (PCE).	Found in Wells # 2 & 24 at levels below the MCL.

Dibromochloropropane (DBCP), ppt	200	40	350** - ND	1.7	Banned nematocide that may still be present in soils due to runoff/leaching from former use on vineyards.	See DBCP Update
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Secondary Standards Aesthetic Purposes	Secondary	Average of Lodi	Range of Individual	
*2001-2003 Data (see note)	MCL	Wells	Detections	Typical Source of Contaminant
Aluminum, ug/L	200	24	220-ND	Erosion of natural deposits
Chloride, mg/L	500	15	55-2.8	Runoff/leaching from natural deposits; Seawater influence
Color-Units	15	1.8	5-ND	Naturally-occurring organic material
Foaming Agents (MBAS) ug/L	500	2.2	55-ND	Substances that form ions in water, seawater influence
Specific Conductance, umhos/cm	1600	340	800-93	Municipal and industrial waste discharges
Sulfate, mg/L	500	15	35-ND	Runoff/leaching from natural deposits; industrial wastes
Total Dissolved Solids, mg/L	1000	243	500-82	Runoff/leaching from natural deposits
Turbidity, NTU Units	5	0.11	0.49-0.02	Soil Runoff

Note: Aesthetic problems are only associated with taste, smell, and other problems which are not a health risk.

Lead & Copper Rule Customer Tap Monitoring 2003 Data	AL (Action Level)	Average 90th Percentile	Range of Individual Detections	PHG or (MCLG)	# Samples Exceeding AL (of 52 samples from 52 sites)	Major sources in Drinking Water
Lead, 90th %, ug/L	15	<5.0	5.2-ND	2	0	Internal erosion of household plumbing
Copper, 90th %, mg/L	1.3	0.41	0.55-ND	0.17	0	systems; erosion of natural deposits

Unregulated Contaminants Detected 2003 Data	AL (Action Level)	Average of Lodi Wells	Range of Individual Detections
DCPA (total di-an-mono acid degredates), ug/L	NA	0.032	1.6-ND
Trichloropropane, ug/L	50	26	37-10
Vanadium, ug/L	0.005	0.0049	0.049-ND

Other non-regulated water constituents found in your water (for your information only)

Non-regulated water constituents, *2001-2003 Data	Average of Lodi Wells	Range of Detections
Total Hardness, as mg/L	129	330-30
Total Hardness, as grains/gal.	7.6	19-1.8
Calcium, mg/L	29	75-5.9
Sodium, mg/L	21	52-7.2
Potassium, mg/L	6.5	12-2.1
Alkalinity (bicarbonate), mg/L	164	340-55
pH, in pH units	7.3	7.7-6.9
Magnesium, mg/L	14	34-3.7

* Regulations call for monitoring of some constituents less than once per year because the concentrations on these constituents do not change frequently. Therefore, some of our data, though representative, are more than one year old.

** Averages are used for compliance determination due to the variable nature of individual analyses, and due to the fact that any associated theoretical risks are not acute, but theoretically only after years of exposure to levels above MCLs.

THE FOLLOWING MESSAGES ARE REQUIRED BY THE U.S. EPA AND THE STATE OF CALIFORNIA. NOT ALL PORTIONS OF THESE MESSAGES NECESSARILY APPLY TO LODI'S GROUNDWATER.

- Drinking water, including bottled water, may reasonably be expected to contain at least small amounts of some contaminants. The presence of contaminants does not necessarily indicate that water poses a health risk. More information about contaminants and potential health effects can be obtained by calling the EPA's Safe Drinking Water Hotline at (1-800-426-4791).
- Some people may be more vulnerable to contaminants in drinking water than the general population. Immuno-compromised persons such as persons with cancer undergoing chemotherapy, persons who have undergone organ transplants, people with HIV/AIDS or other immune system disorders, some elderly, and infants can be particularly at risk from infections. These people should seek advice about drinking water from their health care providers. USEPA/Centers for Disease Control (CDC) guidelines on appropriate means to lessen the risk of infection by *Cryptosporidium* and other microbial contaminants are available from the Safe Drinking Water Hotline (1-800-426-4791).
- The sources of drinking water (both tap water and bottled water) include rivers, lakes, streams, ponds, reservoirs, springs, and wells. As water travels over the surface of the land or through the ground, it dissolves naturally occurring minerals and, in some cases, radioactive material, and can pick up substances resulting from the presence of animals or from human activity.
- Contaminants that may be present in source water include:
 - Microbial contaminants, such as viruses and bacteria, that may come from sewage treatment plant, septic systems, agricultural livestock operations, and wildlife.
 - Inorganic contaminants, such as salts and metals, that can be naturally-occurring or result from urban stormwater runoff, industrial or domestic wastewater discharges, oil and gas production, mining, or farming.
 - Pesticides and herbicides, which may come from a variety of sources such as agriculture, urban storm water runoff, and residential uses.
 - Organic chemical contaminants, including synthetic and volatile organic chemicals, that are byproducts of industrial processes and petroleum production, and can also come from gas stations, urban stormwater runoff, and septic systems.
 - Radioactive contaminants, which can be naturally occurring or be the result of oil and gas production and mining activities.

In order to ensure that tap water is safe to drink, USEPA and the California Department of Health Services (Department) prescribe regulations that limit the amount of certain contaminants in water provided by public water systems. Department regulations also establish limits for contaminants in bottled water that must provide the same protection for public health.

- Radon is a naturally occurring radioactive gas that you can't see, taste, or smell. It is found throughout the U.S. Radon can move up through the ground and into a home through cracks and holes in the foundation. Radon can build up to high levels in all types of homes. Radon can also get into indoor air when released from tap water from showering, washing dishes, and other household activities. Compared to radon entering the home through soil, radon entering the home through tap water will in most cases be a small source of radon in indoor air. Radon is a known human carcinogen. Breathing air-containing radon can lead to lung cancer. Drinking water containing radon may also cause increased risk of stomach cancer. If you are concerned about radon in your home, test the air in your home. Testing is inexpensive and easy. Fix your home if the level of radon in your air is 4 picocuries per liter of air (pCi/L) or higher. There are simple ways to fix a radon problem that aren't too costly. For additional information, call your State radon program or call EPA's Radon Hotline (1-800-SOS-RADON).

ARSENIC: *After a long debate, the drinking water standard for Arsenic will be lowered from 50 ppb (parts per billion) to 10 ppb. The following message is required for systems that have some sources containing Arsenic below the new standard of 10 ppb, but over half (5 ppb). The average in Lodi's wells is 4.2 ppb and the highest well is 9.0 ppb.*

While your drinking water meets the current standard for arsenic, it does contain low levels of arsenic. The standard balances the current understanding of arsenic's possible health effects against the costs of removing arsenic from drinking water. The California Department of Health Services continues to research the health effects of low levels

of arsenic, which is a mineral known to cause cancer in humans at high concentrations and is linked to other health effects such as skin damage and circulatory problems.

NITRATE: *The following message is required for systems that have some sources containing Nitrate below the standard of 45 ppm (as NO₃), but over half (23 ppm) of the standard. The average of Lodi's wells is 8.6 ppm and the highest well is 36 ppm.*

Nitrate in drinking water at levels above 45 mg/L is a health risk for infants of less than six months of age. Such nitrate levels in drinking water can interfere with the capacity of the infant's blood to carry oxygen, resulting in a serious illness; symptoms include shortness of breath and blueness of the skin. Nitrate levels above 45 mg/L may also affect the ability of the blood to carry oxygen in other individuals, such as pregnant women and those with certain specific enzyme deficiencies. If you are caring for an infant, or you are pregnant, you should ask advice from your health care provider.

MTBE

MTBE (Methyl-Tert-Butyl-Ether) is a controversial additive to gasoline that has been in the news the past few years. One of the main concerns with MTBE is the threat of leaking from service stations into the groundwater. Monitoring of City wells has NOT detected any traces of MTBE to date.

The City has a program of monitoring all City wells for MTBE. Wells that are at greater risk (i.e., closer to gasoline stations) are monitored more frequently.

WATER CONSERVATION

In 2003, 5.422 billion gallons of water were pumped to meet Lodi's water demands. This is 23% less water use per person than in 1986. As Lodi's and California's populations increase, water conservation becomes an important part of meeting demands for fresh water.

The commitment of the citizens of Lodi to conserving water also helps conserve the electrical energy needed to pump the water to homes and businesses. To further conserve water, electrical energy, and wastewater treatment plant capacity, the City has instituted a rebate program for water saving devices such as low-flow toilets. See details below.

Your diligent water conservation practices, as in the past, are needed in 2004. A report calculated dollar savings from water conservation to be far above the cost of the Water Conservation Program! Your water conservation efforts have also averted millions of dollars in capital costs, helping water rates stay as low as possible. The millions of dollars in capital cost savings can easily be lost if water conservation is not continued.

See the summary of the Lodi Water Conservation Ordinance in the next column.

For more information or to report a water waste, call the Water Conservation office at 333-6829.

\$ Water Conservation Rebate Program \$

The City of Lodi is offering rebates on purchases of Water Conserving devices. The rebates are good for installation at residential and commercial water customers within the City of Lodi.

Rebates of up to \$44 are good for Ultra Low-Flow Toilets rated at 1.6 gallons per flush or less and must be replacing units using a higher volume of water per flush. Rebates of up to \$100 are available for pressure assist PF/2 Ultra Low-Flow 1.6 gallon toilets. Additional rebates of 50% are available on Low-Flow Shower Heads, Insulated Hot Water Blankets, and Hose Bib Manual Timers for outside water hoses.

The program is funded by the Water, Wastewater and Electric Utilities. The rebates, given at the time of purchase, are only available at the following Lodi stores:

Ace Hardware • 827 West Kettleman Lane
Orchard Super Hardware • 360 South Cherokee Lane
Ferguson Enterprises, Inc • 1435 Academy Street

Contact the Water Conservation Office at (209) 333-6740 for more detail

Water Conservation Ordinance Summary

Ordinance Requirements — Water waste includes but is not limited to the following:

1. Allowing a controllable leak of water to go unrepaired.
2. Watering lawns, flower beds, landscaping, ornamental plants or gardens except on watering days as follows:

Odd-numbered addresses on Wednesday/ Friday/ Sunday; Even-numbered addresses on Tuesday/ Thursday/ Saturday.
(WATERING IS NOT ALLOWED ON MONDAYS)

3. Watering between **10 a.m. and 6 p.m.** from **May 1 through September 30** each year. **(You may NOT water during these high evaporation times.)**
4. Washing down sidewalks, driveways, parking areas, tennis courts, patios, other paved areas or buildings.
5. Washing any motor vehicle, trailer, boat, moveable equipment except with a bucket. A hose (see # 6 below) shall be used for rinsing only and for not more than three (3) minutes.
6. Use of a hose without a positive shut off nozzle.

(NO OPEN HOSES)

7. Allowing excess water to flow into a gutter or any drainage area for longer than three (3) minutes.
 8. Overwatering lawns or landscapes from November 1st through February 28th, or during and immediately after a rain.
- Water Wasting Rates and Enforcement** — Education and cooperation is our first goal, but the following enforcement procedures and charges will be followed for water waste.
- 1st Water Waste** — City will leave an information sheet describing the waste so that it may be corrected.
 - 2nd Water Waste** — City will give written notice requiring corrective action. (Within 12 months of a 1st Water Waste)
 - 3rd Water Waste** — City will give written notice, and a \$35 charge will be added to the next utility bill. (Within 12 months of a 2nd Water Waste)
 - 4th Water Waste** — City will give written notice, and a \$75 charge will be added to the next utility bill. (Within 12 months of a 3rd Water Waste)
 - 5th and Subsequent Water Wastes** — City will give written notice, and a \$150 charge will be added to the next utility bill AND the City may require a water meter and/or flow restrictor to be installed at the waster's expense. (Within 12 months of the previous Water Waste)
- If you have any questions, would like further information concerning water conservation, or to report water waste, please call the Water Conservation Office at 333-6829.



DECLARATION OF POSTING

PUBLIC HEARING TO RECEIVE COMMENTS ON AND CONSIDER ACCEPTING THE CITY OF LODI'S PUBLIC HEALTH GOALS REPORT

On Thursday, July 8, 2004 in the City of Lodi, San Joaquin County, California, a copy of a Notice of Public Hearing to receive comments on and consider accepting the City of Lodi's Public Health Goals Report (attached hereto, marked Exhibit "A"), was posted at the following four locations:

Lodi Public Library
Lodi City Clerk's Office
Lodi City Hall Lobby
Lodi Carnegie Forum

I declare under penalty of perjury that the foregoing is true and correct.

Executed on July 8, 2004, at Lodi, California.

ORDERED BY:

SUSAN J. BLACKSTON
CITY CLERK

Jacqueline L. Taylor, CMC
Deputy City Clerk

A handwritten signature in black ink, appearing to read "Patricia Ochoa", is written over a horizontal line.

Patricia Ochoa
Administrative Clerk

Jennifer M. Perrin, CMC
Deputy City Clerk



CITY OF LODI

Carnegie Forum
305 West Pine Street, Lodi

NOTICE OF PUBLIC HEARING

Date: August 18, 2004

Time: 7:00 p.m.

For information regarding this notice please contact:

Susan J. Blackston

City Clerk

Telephone: (209) 333-6702

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on **Wednesday, August 18, 2004** at the hour of 7:00 p.m., or as soon thereafter as the matter may be heard, the City Council will conduct a Public Hearing at the Carnegie Forum, 305 West Pine Street, Lodi, to consider the following matter:

- a) receive comments on and consider accepting the City of Lodi's Public Health Goals Report

Information regarding this item may be obtained in the office of the Public Works Department, 221 West Pine Street, Lodi, California. All interested persons are invited to present their views and comments on this matter. Written statements may be filed with the City Clerk at any time prior to the hearing scheduled herein, and oral statements may be made at said hearing.

If you challenge the subject matter in court, you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice or in written correspondence delivered to the City Clerk, 221 West Pine Street, at or prior to the Public Hearing.

By Order of the Lodi City Council:

Susan J. Blackston
City Clerk

Dated: July 8, 2004

Approved as to form:

D. Stephen Schwabauer
Interim City Attorney



*Please immediately confirm receipt
of this fax by calling 333-6702*

CITY OF LODI
P. O. BOX 3006
LODI, CALIFORNIA 95241-1910

ADVERTISING INSTRUCTIONS

SUBJECT: SET PUBLIC HEARING FOR AUGUST 18, 2004, TO RECEIVE COMMENTS ON AND
CONSIDER ACCEPTING THE CITY OF LODI'S PUBLIC HEALTH GOALS REPORT

LEGAL AD

PUBLISH DATES: SATURDAY, JULY 10, 2004


TEAR SHEETS WANTED: Three (3) please

SEND AFFIDAVIT AND BILL TO:

SUSAN BLACKSTON, CITY CLERK
City of Lodi
P.O. Box 3006
Lodi, CA 95241-1910

DATED: THURSDAY, JULY 8, 2004

ORDERED BY:


PATRICIA OCHOA
ADMINISTRATIVE CLERK

JACQUELINE L. TAYLOR, CMC
DEPUTY CITY CLERK

JENNIFER M. PERRIN, CMC
DEPUTY CITY CLERK

Verify Appearance of this Legal in the Newspaper – Copy to File

PLEASE SEND PROOF OF ADVERTISEMENT. THANK YOU!!

LNS	Faxed to the Sentinel at 369-1084 at <u>2:25</u> (time) on <u>7-8-04</u> (date) <u>2</u> (pages)
	<u>DORA</u> Phoned to confirm receipt of all pages at <u>3:25</u> (time) <u>Jac</u> <u>Patricia</u> <u>Jen</u> (initials)

PUBLIC NOTICE

NOTICE OF PUBLIC HEARING

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By Order of the Lodi City Council:

Susan J. Blackston
City Clerk

Dated: July 8, 2004

Approved as to form:

D. Stephen Schwabauer
Interim City Attorney
July 10, 2004

— 6893



CITY OF LODI COUNCIL COMMUNICATION

TM

AGENDA TITLE: Monthly Protocol Account Report

MEETING DATE: August 18, 2004

PREPARED BY: City Clerk

RECOMMENDED ACTION: None required, information only.

BACKGROUND INFORMATION: The City Council, at its meeting of July 19, 2000, adopted Resolution No. 2000-126 approving a policy relating to the City's "Protocol Account." As a part of this policy, it was directed that a monthly itemized report of the "Protocol Account" be provided to the City Council.

Attached please find the cumulative report through July 31, 2004.

FUNDING: None required.

Susan J. Blackston
City Clerk

SJB/jmp

Attachment

APPROVED: _____
Janet S. Keeter, Interim City Manager

PROTOCOL ACCOUNT SUMMARY
Cumulative Report
July 1, 2004 through July 31, 2004

Date	Vendor	Description	Amount	Balance
				Starting Bal. \$15,000.
07-07-04	Paper Direct	Invitation, envelopes, and program paper for the 08/26/04 Boards & Commissions Reception	278.40	
07-07-04	US Flag.com	California flags #50 (handouts for student tours)	91.95	
07-07-04	Oriental Trading	Decorations for the 08/26/04 Boards & Commissions Reception	91.15	
07-07-04	#1 Party Supplies	Decorations for the 08/26/04 Boards & Commissions Reception	77.52	
07-19-04	Lakewood Drugs	Clock, grape theme Farewell gift to former City Manager (09-02-04)	65.67	
07-21-04	Lasting Impressions	Brass plates and engraving Farewell gift to former City Manager (09-02-04)	26.94	
07-27-04	Albertsons	Decorations for the 08/26/04 Boards & Commissions Reception	2.88	
			<i>Total Expenditures:</i> (\$634.51)	Ending Bal. \$14,365.49



CITY OF LODI

COUNCIL COMMUNICATION

AGENDA TITLE: Adopt Resolution Authorizing City Manager to Sign a Memorandum of Understanding between Sacramento Area Council of Governments and San Joaquin Council of Governments, City of Galt, City of Lodi, and County of Sacramento Regarding the Coordination of Ongoing Transit Planning for Programming Federal Funds that Support the Ongoing and Future Deployment of Transit Services Affecting the Lodi/Galt Urbanized Area

MEETING DATE: August 18, 2004

PREPARED BY: Public Works Director

RECOMMENDED ACTION: That the City Council adopt a resolution authorizing the City Manager to Sign a Memorandum of Understanding (MOU) between Sacramento Area Council of Governments and San Joaquin Council of Governments, City of Galt, City of Lodi, and County of Sacramento regarding the coordination of ongoing transit planning for programming federal funds that support the ongoing and future deployment of transit services affecting the Lodi/Galt Urbanized Area.

BACKGROUND INFORMATION: Staff has been meeting regularly with the above-mentioned agencies to reach an agreement on funding for the Lodi/Galt Urbanized Area. This MOU is an agreement between all agencies on how to conduct the process of regular meetings, as well as reporting requirements. This MOU was preceded by a MOU covering funding for the Fiscal Year 2002/2003 between the City of Lodi and the City of Galt. That MOU was adopted unanimously by Council at the July 7, 2004, meeting. City staff will be returning at a future Council meeting with a MOU addressing funding from FY 03/04 forward.

FUNDING: None required.

Richard C. Prima, Jr.
Public Works Director

Prepared by Tiffani M. Fink, Transportation Manager

RCP/TMF/pmf

cc: Transportation Manager

APPROVED: _____
Janet S. Keeter, Interim City Manager

MEMORANDUM OF UNDERSTANDING
BETWEEN THE
SACRAMENTO AREA COUNCIL OF GOVERNMENTS
AND

THE SAN JOAQUIN COUNCIL OF GOVERNMENTS, THE CITY OF GALT, THE CITY OF Lodi AND THE COUNTY OF SACRAMENTO

“Regarding the Coordination of Ongoing Transit Planning for Programming Federal Funds that Support the Ongoing and Future Deployment of Transit Services Affecting the Lodi/Galt Urbanized Area”

This Memorandum of Understanding (MOU) is entered into between the SACRAMENTO AREA COUNCIL OF GOVERNMENTS, hereinafter referred to as (SACOG), the SAN JOAQUIN COUNCIL OF GOVERNMENTS, hereinafter referred to as SJCOG, and the CITY OF GALT, the CITY OF Lodi, and the COUNTY OF SACRAMENTO, hereinafter referred to collectively as the (Parties) and singularly as (Party), as of this ____ day of _____, 2004.

This MOU is supplementary to the MOUs between the Parties and does not intend to replace or supersede any other MOU or Master Agreement that may be in existence between the Parties.

WITNESSES THAT:

WHEREAS, SACOG is the Regional Transportation Planning Agency (RTPA) for the Counties of Sacramento, Yolo, Sutter and Yuba, the cities therein, and the Metropolitan Planning Organization (MPO), for the Sacramento Region, including the County of Sacramento and the City of Galt, and SJCOG is the RTPA and MPO for San Joaquin County, including the City of Lodi, and both SACOG and SJCOG are directed by a duly comprised Board of elected officials with a committee structure to advise the SACOG Board on all planning and policy questions; and,

WHEREAS, both SACOG and SJCOG have shared interests and responsibilities to ensure that the public transit interests of the residents of the Lodi/Galt Urbanized Area in San Joaquin and Sacramento County are met through Federal Transit Administration (FTA) 5307 funding for capital, operating and planning assistance; and,

WHEREAS, the City of Lodi and Sacramento County are public transportation operators in the Lodi/Galt Urbanized area and are eligible to apply for and receive Federal Transit Administration (FTA) and/or Federal Highways Administration (FHWA) transit funding for capital, operating, and planning assistance for the delivery of public mass transportation; and

WHEREAS, all powers of the City of Galt and the City of Lodi are vested in a duly comprised city council of elected officials empowered to perform all duties of and obligations of the respective City as imposed by State law, and all powers of the County of Sacramento are vested in a duly comprised Board

of Supervisors of elected officials empowered to perform all duties and obligations of the County of Sacramento as imposed by State law; and,

WHEREAS, Sacramento County and the City of Galt have a memorandum of understanding that defines the transit operating and financing relationship between them for the South County Link Transit Program; and,

WHEREAS, the Federal Transportation Equity Act for the 21st Century (TEA-21) requires MPOs to work cooperatively with public transit operators to develop Regional Transportation Plans (RTPs) and the Federal Transportation Improvement Programs (FTIPs) for urbanized areas, which are intended to further the national interest to encourage and promote the safe and efficient management, operation, and development of surface transportation systems to serve the mobility of people and freight and foster economic growth and development within and through urbanized areas, while minimizing transportation-related fuel consumption and air pollution; and,

WHEREAS, The Federal Transit Administration (FTA) in 23 CFR Section 450.310, requires either an MOU or a unified planning work program between the MPO and all local authorities and transit operators receiving FTA funds to specify the procedures for carrying out transportation planning and fund programming; and,

WHEREAS, SACOG, SJCOG, the City of Galt, the City of Lodi, and the County of Sacramento rely upon a cooperative relationship to foster comprehensive regional transit planning which feeds directly into State and national planning.

NOW, THEREFORE, in consideration of the mutual benefits to the parties hereto, and in consideration of the covenants and conditions herein contained, the parties agree as follows:

SECTION 1: Cooperative Relationship

1.1 MOU Purpose and Intent

The purposes of this MOU are to:

- a) Foster a cooperative and mutually beneficial working relationship between the Parties for the provision of comprehensive, effective, and coordinated transit planning between each jurisdiction's public mass transportation system; and,
- b) Identify the regional transit planning responsibilities, in coordination with the State of California, for programming federal funds within the SACOG and SJCOG Federal Transportation Improvement Program (FTIP), commonly referred to as the Metropolitan Transportation Improvement Program (MTIP) developed by SACOG and SJCOG for their respective jurisdictions; and,
- c) Identify the process for federal funds to be distributed to transit operators; and,
- d) Ensure that federal transit funds are distributed in the region in compliance with federal requirements.

The intent of this MOU is to:

- a) Maintain flexibility in funding in order to allow large projects to receive adequate funding in the required years; and,
- b) Ensure funding equity between transit operators; and,
- c) Foster economies of scale through assistance in the coordination of funding for mutually beneficial capital projects, including shared transit facilities and bus purchase contracts; and,
- d) Provide for coordinated planning and foster coordinated services; and,
- e) Apply federal transit dollars to implement transit priorities identified in the SACOG Metropolitan Transportation Plan (MTP) and the SJCOG Regional Transportation Plan (RTP).

1.2 Formation of SACOG/SJCOG Lodi/Galt Urbanized Area Transit Committee

SACOG and SJCOG mutually agree to form a Lodi/Galt Urbanized Area Transit Committee. The primary role of the committee is to address the matters that pertain to this MOU. The committee will also provide a forum to discuss issues that relate to transit services in the Lodi/Galt urbanized area and the operating and service relationship between the operators.

The Committee membership will include one representative and one alternate from SACOG, SJCOG, the City of Lodi, the City of Galt and Sacramento County. SACOG and SJCOG will provide staff support for the committee.

1.3 Communication and Agreements

A critical component of coordination involves an open and productive communication. SACOG and SJCOG are required to update the FTIP/MTIP every even-numbered year and the MTP every three years. The need to ensure responsive communication between the Parties is imperative in order to meet this mandate.

Within the designated Lodi/Galt urbanized area, the City of Lodi and Sacramento County meet the applicable federal requirements and are eligible to apply for FTA and/or FHWA transit funding for capital, operating, and planning assistance for the delivery of public mass transportation under arrangements made through an MOU between the parties and SACOG and SJCOG consistent with FTA and FHWA requirements or MOUs between parties who will recipients of federal funds. If new FTA and/or FHWA funding opportunities become available for operators and jurisdictions, new MOUs or amendments to existing MOUs may be needed.

1.4 Responsibilities

The Executive Director of SACOG, the Executive Director of SJCOG, the County Executive of Sacramento County and the City Managers/managing executives of the Cities of Galt and Lodi are the primary individuals responsible for ensuring compliance with the provisions specified in this MOU.

SECTION 2: Transit Planning

2.1 Planning Assistance

Upon request, or in order to maintain eligibility for federal funds, SACOG and SJCOG will assist in the development of transit planning documents produced by each Party. The type of assistance provided by SACOG and/or SJCOG will include, but is not limited to, the following:

- a) Assist in securing funds (e.g., research funding options, grant writing) to conduct required planning studies, including transit demand studies and in-depth analysis of transit ridership.
- b) Obtain and analyze data from various sources to develop concrete demographic, growth, and use assumptions for the purpose of transit forecasting and development (e.g., trip generation tables, census information, maps).
- c) Assist in obtaining state and federal funding of projects consistent with the SACOG and/or SJCOG RTP/MTP and FTIP/MTIP. (e.g., completing paper work, facilitating FTIP/MTIP amendments, TEAM billing process).
- d) Provide a program through the FTIP/MTIP or Overall Work Program (OWP), through which federal funds can be authorized for expenditure.

A final copy of all transit planning documents produced by the Parties will be forwarded to SACOG and SJCOG. This will assist SACOG and SJCOG in overall transit planning coordination as well as ensuring that FTA and FHWA transit funds will be used as planned, as per FTA and FHWA requirements.

2.2 Regional Planning

SACOG and SJCOG will provide a forum that will foster partnerships and coordination in the development of public transit services throughout the SACOG and SJCOG regions. As part of SACOG's and SJCOG's MPO role, SACOG and SJCOG will continue the cooperative and coordinated planning of the transportation system in each jurisdiction party to this MOU and the relationship of the regional and interregional transit network with the regional transportation system.

SACOG and SJCOG will be responsible for the development of regional planning documents that the MPO requires, such as the Metropolitan Transportation Plan for their respective area. Each Party will provide technical information during the development of these regional planning documents through the SACOG and SJCOG committee structures.

2.3 Long -Range Transportation Plan - Metropolitan Transportation Plan (MTP)

In accordance with the planning regulations and FTA and FHWA guidance, the parties to this agreement will participate in the development of SACOG's and SJCOG's Long Range Transportation Plan (RTP), referred to as the Metropolitan Transportation Plan (MTP). The MTP/RTP will assess the transportation needs of the region and set forth improvements necessary to address those needs over a twenty (20) year period. SACOG and SJCOG update their RTP/MTPs every three (3) years, consistent with federal and state guidelines.

In order to comply with the planning regulations and federal guidance for the development of the MTP/RTP, the Parties will cooperate in providing the information required to fully comply with the

federal requirements. Examples of the type of information SACOG and SJCOG require for the transit operators include, but are not limited to, the following:

- a) An overview of key performance measures of existing transit systems
- b) Transit demand projections
- c) Anticipated fleet replacement and expansion needs
- d) Anticipated equipment replacement and rehabilitation needs
- e) Anticipated facility needs
- f) System improvement strategies with time frames for action
- g) A financial plan, including expected revenues, planned expenditures, documentation of fiscal ability to operate and expand services and strategies to deal with potential funding support changes
- h) Documentation of the public participation process used to develop the local inputs to the MTP/RTP

To the extent that a current, adopted Short-Range Transit Plan, required by FTA for receipt of federal transit funding, includes the foregoing information and providing SACOG and SJCOG with copies of these Plans will be deemed compliance with the MTP/RTP information submittal requirements.

2.4 Short-Range Transit Plan (SRTP)

In response to FTA and FHWA planning regulations and guidance, the Parties will prepare Short-Range Transit Plans that sets out transit planning and programming for a five-year period. These Plans will provide input for SACOG's and SJCOG's preparation of the Transportation Improvement Program. The Plans will address, but not be limited to, addressing unmet transit needs and sustaining appropriate transit service levels. In the development of future Short-Range Transit Plans, the Plans are to contain a list of projects for future FTA and FHWA transit funding. The project list shall:

- a) Identify and describe the scope of the specific projects and services, which address ongoing and increased transit demands. These projects and services include, but are not limited to, Americans with Disabilities Act (ADA), and Transportation Control Measures (TCM) with sufficient detail (design, concept, and scope) to permit air quality conformity analysis to be performed by SACOG and SJCOG. The list shall also address the issues related to unmet transit needs that are reasonable to meet.
- b) Identify the amount and type of federal and non-federal funds required to support the projects for each year represented in the Plan. In addition, the list shall identify anticipated discretionary funding estimates for the FTIP/MTIP.

SACOG and SJCOG will work cooperatively with the Parties their efforts to generate information needed to prepare their Short-Range Transit Plans and future updates.

SECTION 3: Programming of Federal Funds

3.1 Federal Transportation Improvement Program (FTIP) Programming

The parties agree to use the SACOG and SJCOG FTIP/MTIP development process as the focal point for making an annual determination regarding the distribution of federal funds available for allocation by SACOG and SJCOG within the Lodi/Galt. The parties agree that it is desirable to ensure that a stable funding stream is available for all area operators that allows the operators to carry out coordinated services throughout the urbanized area.

SACOG and SJCOG develop their annual programs of projects in consultation with interested parties. Following direct consultation among the parties to this agreement, SACOG and SJCOG distribute notices of intent to develop or amend the FTIP, publishes the proposed program of projects to be adopted, and carries out a public involvement and review process for FTIP adoption or amendment, in compliance with 23 CFR Sections 450.312 and 450.324. The same notices of intent, publication of proposed projects, and public involvement and review also shall be used to fulfill the public hearing requirements of 49 USC Section 5307, covering review and approval of FTA grant applications for FTIP projects. Parties to this agreement that may be seeking FTIP programming and subsequent grant approvals will provide SACOG and SJCOG with sufficient project detail to convey understanding of the projects by all interested agencies and persons, meet FTA grant application requirements, and provide a clear linkage to FTIP project descriptions; SACOG and SJCOG will adjust FTIP project descriptions to a standard format to accomplish these three objectives. Using the approved descriptions, all parties will then advertise the proposed public hearing(s), projects to be programmed, and fund amounts to be programmed through their existing public participation processes.

No later than June each year, the Parties shall meet to draft a program of projects for the following federal fiscal year. Following the enactment of an annual federal budget and publication of funding apportionments and earmarks in the Federal Register, SACOG and SJCOG shall inform the parties of the amounts of the formula and other designated federal funds coming to the Lodi/Galt Urbanized Area. SACOG and SJCOG will then re-convene the Parties to finalize the programming of those funds into the FTIP/MTIP, making adjustments as necessary to the draft program of projects completed earlier.

As part of the FTIP/MTIP process, projects are programmed in the MTIP on behalf of all transit providers receiving federal funds. SACOG and SJCOG and the Parties shall meet and confer annually to develop a recommended prioritized list of projects for the allocation of federal funds, which would include all FTA 5307 funds apportioned to the Lodi/Galt urbanized area plus additional federal funds that may be available for distribution from FTA and FHWA. The Parties will identify priority projects and endeavor to program the use of said funds based on factors that include the following criteria:

- a) Consistency with implementation of the SRTPs and RTP/MTP, as described in Section 2 of this MOU
- b) Degree to which the project will sustain or improve transit levels of service
- c) Project readiness
- d) Timely implementation of projects programmed through from the SRTP and MTP planning process
- e) Ability to segment, phase or defer project work
- f) Availability of other funds

If the parties reach consensus on projects to receive funding, the project list advances to the SACOG and SJCOG Boards for approval. If no consensus is reached, SACOG and SJCOG staff will jointly prepare a recommended project list for the operators. The parties then meet and confer again to discuss the list, and if consensus is reached on the list, or a modification of the list, the recommendations go the SACOG and SJCOG Boards for approval. If no consensus is reached, the list prepared by SACOG and SJCOG staff, along with any deliberations of the operators, will be presented to a mediation panel from the Sacramento or San Joaquin County Mediation Center. The goal of this process is to reach an agreement on a project list for the fiscal year(s) in question. The mediation process is advisory; the Board of Directors for SACOG and SJCOG will make the final determination on the project list.

The process for the programming of FTA and FHWA transit funding agreed to in this MOU is not intended to, nor does it replace the procedures for programming other federal funds, including earmarked federal funds.

3.2 Applications for Transit Funding

Each of the parties seeking federal transit funding, in association with the other transit operators and jurisdictions, will prepare applications to the FTA or FHWA for federal transit funding. Draft applications will be submitted to SACOG and SJCOG using the TEAM system, or using the TEAM system or another mutually agreed upon method, in advance of the FTA or FHWA submittal to confirm accuracy and consistency with FTIP/MTIP programming requirements and with the local SRTP and SACOG's and SJCOG's RTP/MTP, as required by federal guidelines.

All Parties agree to work in good faith to develop consistent programming, documentation, and funding requests in a manner consistent with FTA or FHWA requirements.

3.3 Designated Recipient

The Governor of the State of California is the designated recipient for federal formula funds allocated under the Federal Transit Act, as amended, in the Lodi/Galt Urbanized Area. Should this change, the Parties shall meet and confer to determine the appropriate party for this role.

SECTION 4: FTIP Project Monitoring & Maintenance

4.1 Progress Reporting

SACOG and SJCOG are responsible for tracking the overall progress of all projects in the FTIP/MTIP in their respective jurisdictions and are required to produce an annual list of projects for which federal funds have been obligated in the proceeding year and will ensure that it is made available for public review.

Each Party will assist SACOG's and SJCOG's efforts to track the overall progress of transit projects in the FTIP/MTIP through providing basic access to their FTA Transportation Electronic Award and Management (TEAM) accounts. At a minimum, milestone/progress reports submitted to FTA and reviewed by SACOG and SJCOG shall contain all of the information required in FTA Circular 5010, as

amended from time to time, for grant administration procedures. If project specific questions are raised by FTA, SACOG or SJCOG that cannot be answered through review of the TEAM documentation, the affected Party will, upon request, provide SACOG or SJCOG, as applicable, additional information. Examples of information that may be periodically requested include the following:

- a) A classification of the projects by the individual categories, as identified in the FTIP/MTIP
- b) A documentation of the stage of project implementation
- c) An explanation for any project delays if the project is behind schedule
- d) The reasons for any cost overruns if the project is over budget
- e) A status on the amount of federal funding obligated, received, and used to support projects
- f) Any identified needs for an FTIP/MTIP amendment
- g) Project savings to be reverted, if any, at project completion

4.2 FTIP/MTIP Amendments

SACOG and SJCOG process FTIP/MTIP amendments on a quarterly basis. A formal request for changes in project cost, scope, or schedule will be necessary in order to be incorporated into an amendment. Certain minor adjustments can be made outside the formal amendment process, but must be requested in writing.

As a part of the quarterly progress report, or more frequent reporting if required, each Party will alert SACOG and SJCOG, regarding the reasons an amendment to the FTIP/MTIP is needed. FTIP/MTIP amendments may be needed to address issues such as funding shortfalls, delays in project implementation and/or new projects that need to be included in the FTIP/MTIP.

Each Party is responsible for notifying SACOG and SJCOG if there is the need to amend the FTIP/MTIP. Amendments may require three to four months to process for approval. SACOG and SJCOG only make quarterly amendments to the FTIP/MTIP. If STIP funds are involved, an additional 75 days are required to process approval of the amendment.

SECTION 5: Conditions of the MOU

5.1 MOU Amendments

This MOU may be amended by the written consent of all Parties. Amendments must be approved by SACOG, SJCOG, and the respective Board or City Council representing Parties to this MOU, unless such Board or City Council has delegated amendment authority to their respective Executive, Director, General Manager or City Manager.

5.2 MOU Termination

Any Party, upon ninety (90) days advance written notification, may terminate their participation in this MOU. Withdrawal by any single Party does not affect the continuing validity of the MOU for the remaining parties. Should the majority of the Parties terminate this agreement, the remaining Parties shall meet and confer to determine how best to continue the purpose and intent of this MOU.

5.3 Counterparts

The parties agree that this MOU may be signed in counterparts.

5.4 MOU Authorization

By our signature below, we certify that our respective Boards and Councils have authorized us to enter into this MOU on behalf of our agency.

APPROVE AS TO FORM:

Martin Tuttle **Date**
SACOG Executive Director

Harriet Steiner **Date**
SACOG Counsel

APPROVE AS TO FORM:

H. Dixon Flynn **Date**
City Manager, Lodi

D. Stephen Schwabauer **Date**
City Attorney, Lodi

APPROVE AS TO FORM:

Terry Schutten **Date**
County Executive, Sacramento

Robert Ryan **Date**
Sacramento County Counsel

APPROVE AS TO FORM:

Ted Anderson **Date**
City Manager, Galt

Tom Gibson **Date**
City Attorney, Galt

Julia E. Green **Date**
SJCOG Executive Director

“Attachment A”

FTA FUNDING PROCESS AND PROCEDURE

The parties to this Memorandum of Understanding agree to the following process and procedures for the filing of Federal Transit Administration Section 5307 Grants.

WHEREAS, Prior to the expansion of the urbanized area boundaries in the Federal 2000 Census, LODI has been the sole and primary grantee for Federal Transit Administration Section 5307 funds for the Lodi Urbanized Area; and,

WHEREAS, the 2000 Federal Census expanded the boundaries of the Lodi Urbanized area to include the City of Galt and portions of unincorporated Sacramento County; and

WHEREAS, Sacramento County and the City of Galt have a cooperative agreement for the provision of South County Transit Lint public transit services in the City of Galt and Southern Sacramento County, including service to the Galt/Sacramento County portion of the Lodi / Galt Urbanized Area

WHEREAS, the City of Galt and Sacramento County desire to apply directly to the Federal Transit Administration (FTA) for Section 5307 funds for operating and capital projects; and

WHEREAS, Section II-2 of the FTA Circular 9030.1A provides that a designated recipient may authorize another public agency to become a recipient of Section 5307 funds.

NOW, THEREFORE, THE PARTIES HERETO AGREE AS FOLLOWS, in consideration of the mutual benefits to the parties hereto, and in consideration of the covenants and conditions herein contained, the parties agree as follows:

1 RECIPIENT AUTHORIZATION

All of the parties to this Memorandum of Understanding agree that both the City of Lodi and Galt/Sacramento County may be recipients of FTA 5307 funds that are available to the Lodi/Galt Urbanized area.

2 ALLOCATIONS

The allocation and programming of FTA Section 5307 funds will be accomplished through procedures laid out in this Memorandum of Understanding between the City of Lodi, City of Galt/Sacramento County, the Sacramento Area Council of Governments and the San Joaquin County Council of Governments. As part of that process the City of Lodi, City of Galt and Sacramento County agree to participate in the SACOG/SJCOG Lodi/Galt Urbanized Area Transit Committee. One of the primary functions of that committee shall be the development of an annual program of projects for the FTA 5307 funds for the Lodi/Galt Urbanized Area.

3 TERM

The effective date of this agreement is May 1, 2004 and it shall remain in effect unless terminated by any of the parties upon sixty (60) days written notice.

4 FTA REQUIREMENTS

Both the City of Lodi and the City of Galt/Sacramento shall be eligible to prepare and submit grant applications for the FTA 5307 funds. Each of the parties to this agreement shall be responsible for preparing and submitting the grant application for its allocation of FTA 5307 funds. Each of the parties shall work with FTA to meet FTA requirements, including, but not limited to access to the TEAM system. If required by FTA the parties will work jointly to submit the data and information required under Section 15 for the National Transportation Data Base.

5 FTA SUPPLEMENTAL AGREEMENT

As required by FTA, Lodi, and Galt/Sacramento County agree to execute any FTA Supplemental Agreement as part of a FTA Grant Agreement, wherein Lodi as the primary grant recipient authorizes Galt and Sacramento County to be a grant recipient for FTA 5307 funds allocated to the Lodi/Galt Urbanized Area. Galt and Sacramento County agree to assume all responsibilities as set forth in the Grant Agreement and Lodi is not in any manner subject to or responsible for the terms and conditions of the Grant Agreement.

6 REVERSION OF APPLICATION RIGHTS

In the event that FTA determines that Galt and Sacramento County are not eligible to be a direct grant applicant, Lodi agrees to work with Galt and Sacramento County to allow for funding of Galt and Sacramento County Projects either through Lodi's Grant Process or through the Grant Process of the Sacramento Regional Transit District.

7 DATA REQUIRED

Galt/Sacramento County agree to provide Lodi, no later than November 15 of each year that this agreement continues, a record of its fixed route and demand responsive service miles and unlinked passenger trips for the most recent fiscal year with the complete data set required for submission of FTA/National Transportation System Data Base

RESOLUTION NO. 2004-_____

A RESOLUTION OF THE LODI CITY COUNCIL AUTHORIZING
THE CITY MANAGER TO EXECUTE A MEMORANDUM OF
UNDERSTANDING REGARDING THE COORDINATION OF ONGOING
TRANSIT PLANNING FOR PROGRAMMING FEDERAL FUNDS THAT
SUPPORT THE ONGOING AND FUTURE DEPLOYMENT OF TRANSIT
SERVICES AFFECTING THE LODI/GALT URBANIZED AREAS

=====

NOW, THEREFORE, BE IT RESOLVED, that the Lodi City Council hereby authorizes the City Manager to execute a Memorandum of Understanding between Sacramento Area Council of Governments and San Joaquin Council of Governments, City of Galt, City of Lodi, and County of Sacramento regarding the coordination of ongoing transit planning for programming federal funds that support the ongoing and future deployment of transit services affecting the Lodi/Galt urbanized areas.

Dated: August 18, 2004

=====

I hereby certify that Resolution No. 2004-_____ was passed and adopted by the Lodi City Council in a regular meeting held August 18, 2004, by the following vote:

AYES: COUNCIL MEMBERS –

NOES: COUNCIL MEMBERS –

ABSENT: COUNCIL MEMBERS –

ABSTAIN: COUNCIL MEMBERS –

SUSAN J. BLACKSTON
City Clerk



CITY OF LODI COUNCIL COMMUNICATION

AGENDA TITLE: Authorize City Manager to Terminate Lease Agreement for Lodi Station North Annex with Cheryl Lafebre dba Lodi Greyhound and Western Union

MEETING DATE: August 18, 2004

PREPARED BY: Public Works Director

RECOMMENDED ACTION: That the City Council authorize the City Manager to terminate the lease agreement for Lodi Station North Annex with Cheryl Lafebre dba Lodi Greyhound and Western Union.

BACKGROUND INFORMATION: The City of Lodi currently leases space in the Lodi Station North Annex to Cheryl Lafebre dba Lodi Greyhound and Western Union. The current lease has lapsed and is now on a month-to-month basis. Staff is recommending that the City Council terminate the lease. The City Council has reviewed its lease with Cheryl Lafebre on several past occasions.

If approved by Council, termination shall become effective Thursday, August 19, 2004. The lessee shall then have 30 days to vacate the building.

FUNDING: None required.

Richard C. Prima, Jr.
Public Works Director

Prepared by Tiffani M. Fink, Transportation Manager

RCP/TMF/pmf

cc: City Attorney
Transportation Manager

APPROVED: _____
Janet S. Keeter, Interim City Manager



CITY OF LODI COUNCIL COMMUNICATION

AGENDA TITLE: Approve Comments on High Speed Rail Environmental Impact Report

MEETING DATE: August 18, 2004

PREPARED BY: Public Works Director

RECOMMENDED ACTION: That the City Council approve comments on the High Speed Rail Environmental Impact Report on the proposed California High-Speed Train System.

BACKGROUND INFORMATION: The California High Speed Rail Authority has issued a draft Environmental Impact Report (EIR) on the proposed California High-Speed Train System. Through a series of studies and earlier decisions, the proposed Sacramento/Bakersfield segment will be routed along the east side of Lodi, along the Central California Traction Company alignment. The EIR includes alternative alignments north and south of Lodi (Exhibits A and B).

Exhibit C is a copy of the Authority's Highlights of the Draft EIR which promotes the project and generally describes major impacts. Exhibit D presents a brief comparison of the two proposed routes.

This project has the potential to significantly impact the north San Joaquin County area in the form of road closures, noise and various property impacts. These are described in the numerous volumes of documents available on the Authority's website: www.cahighspeedrail.ca.gov. The Public Works Department also has a copy of the documents on CD-ROM; we can provide copies upon request.

This facility has some characteristics that perhaps are not well known (see Exhibit E):

- Although the right-of-way width may be as little as 50 feet, it will be entirely fenced and separated from adjacent property. This means there will be no at-grade road crossings except in certain areas where train speeds will be reduced, such as near the stations. Given the high cost of elevating the tracks or building over/under passes, there will be considerable pressure to close local roads where they cross the facility.
- The high-speed trains can not run next to existing railroad tracks due to Federal Railroad Administration requirements. The planning work has focused on running alongside existing rail corridors to minimize impacts, but the facility will still need to acquire land and be built outside the existing rail line.

Another issue that Council may wish to comment on is the Central Valley to Bay Area alignment. Of the three options being consider earlier, the Authority has already eliminated the Altamont corridor, leaving two southern options, one along the Highway 152/Pacheco Pass corridor, the other slightly north (see Exhibit F).

Comments on the EIR are due August 31, 2004.

Staff recommends that the City comment that specific road closures and grade separations are not identified in the EIR, and the associated impacts are not discussed.

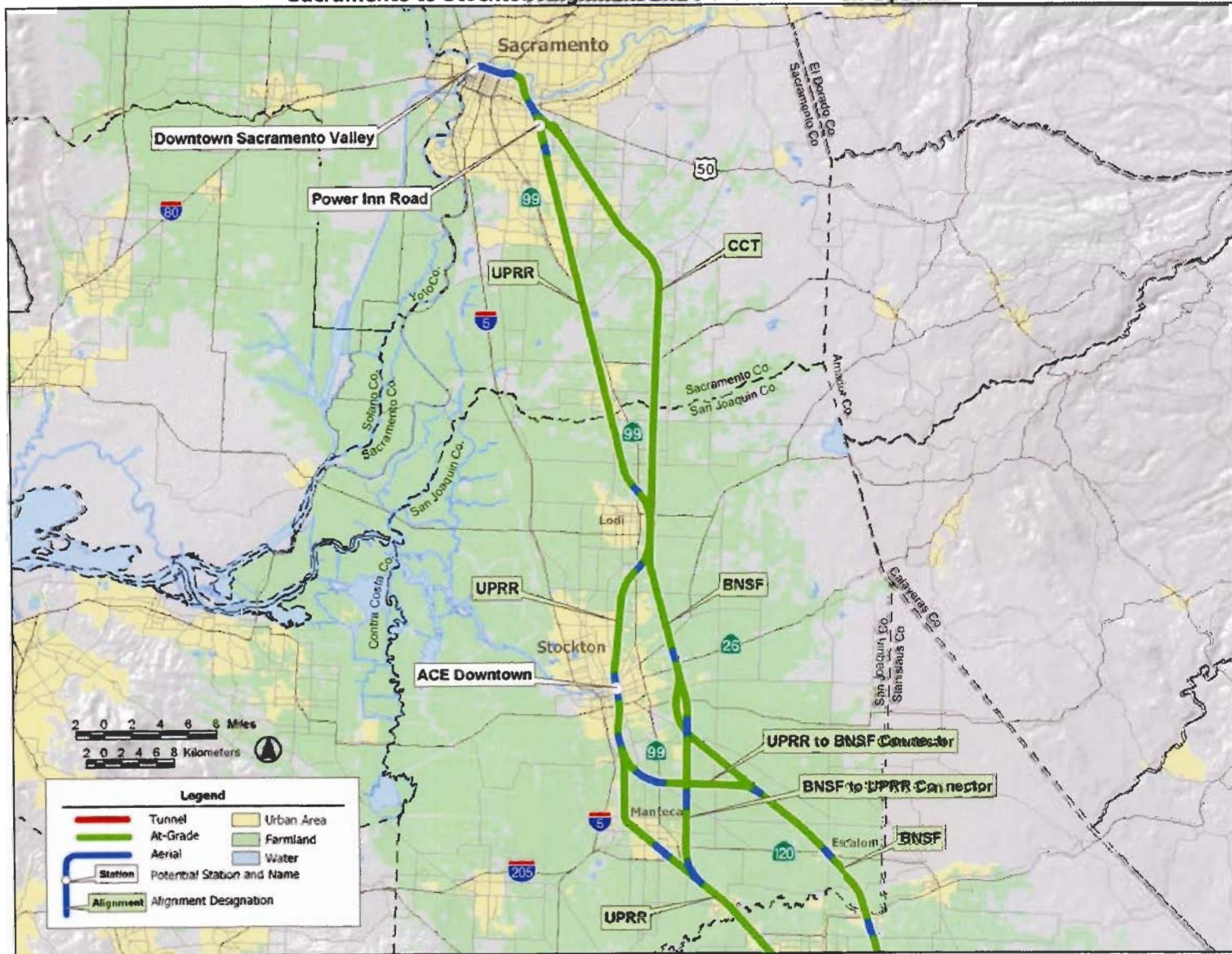
FUNDING: Not applicable.

Richard C. Prima, Jr.
Public Works Director

RCP/pmf
Attachments
cc: Rad Bartlam, Community Development Director

APPROVED: _____
Janet S. Keeter, Interim City Manager

Figure 6.3-1
Sacramento to Stockton Alignment and Potential Station Options





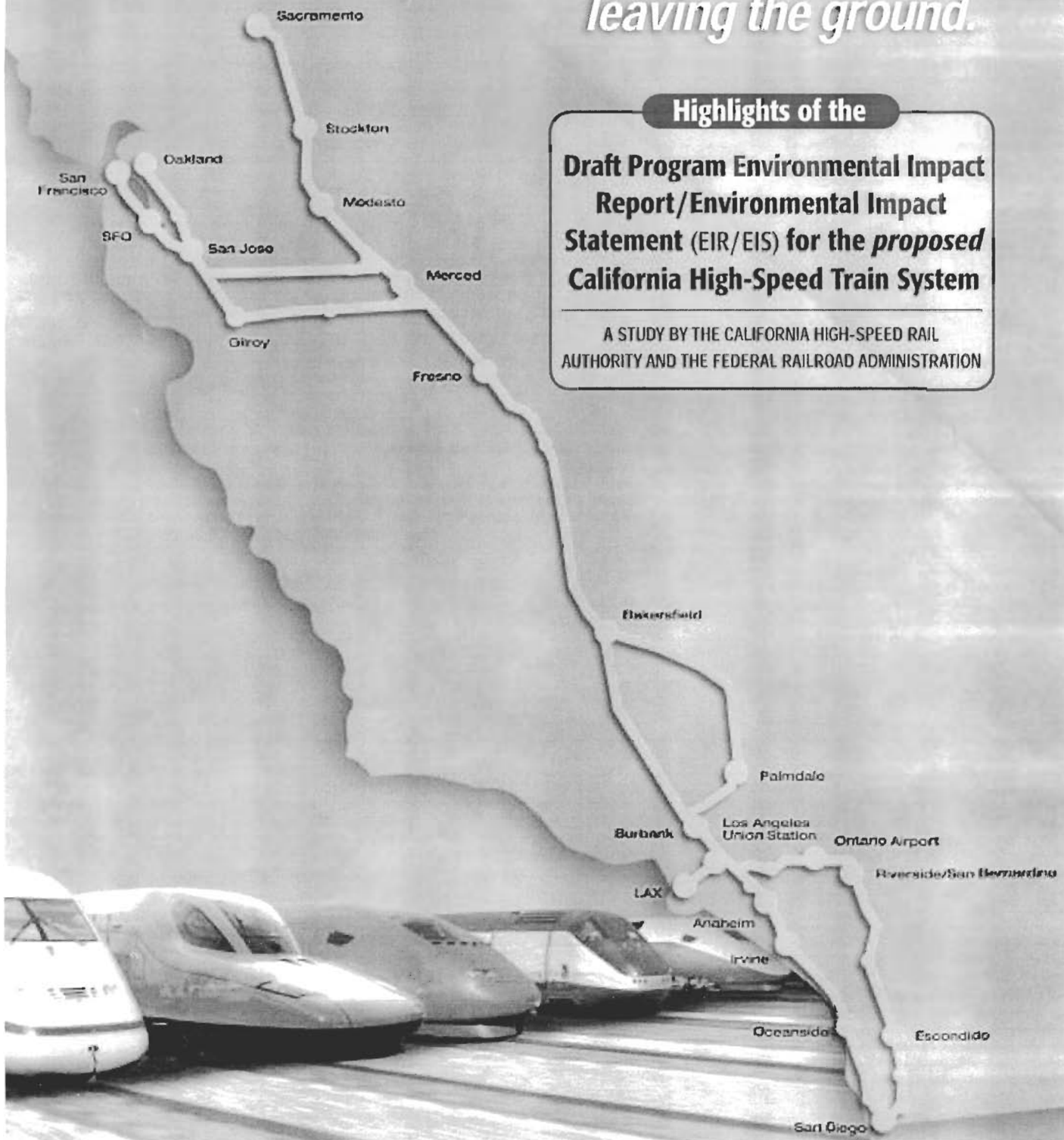
Note – High Speed Rail Detail
preliminary alignment; line width is
not to scale.

A plan to
Fly California
...without ever
leaving the ground.

Highlights of the

**Draft Program Environmental Impact
Report/Environmental Impact
Statement (EIR/EIS) for the *proposed*
California High-Speed Train System**

A STUDY BY THE CALIFORNIA HIGH-SPEED RAIL
AUTHORITY AND THE FEDERAL RAILROAD ADMINISTRATION



How will you travel from Southern California to the Bay Area in 2020?

High-speed trains could be in your future

Californians will face a massive challenge by the year 2020:

Up to 98 million more intercity* trips – and 11 million more people will mean a greater demand on the state's infrastructure, resulting in more traffic congestion, reduced safety, more air pollution, longer travel times, less reliability and less predictability in intercity travel.

The California High-Speed Rail Authority (Authority) and the Federal Railroad Administration (FRA) have undertaken an environmental study to assess a proposed high-speed train system and other options for meeting future intercity travel demands. Alternatives for intercity travel were evaluated, generally from Sacramento and the San Francisco Bay Area, through the Central Valley, to Los Angeles and San Diego.

The alternatives for serving existing and future intercity trips...

- No Project – reliance on the state's existing transportation systems
- Modal Development – improvements to existing highway and air travel networks
- High-Speed Trains – a new statewide train system, at least 700 miles in length, capable of travel at speeds up to 220 mph

Based on the Draft Program EIR/EIS, high-speed trains

- Would be two-to-three times less costly than expanding highways and airports to serve similar travel demands
- Would improve intercity transportation reliability
- Are projected to carry as many as 68 million passengers annually by 2020 – with the capacity to carry about twice that many passengers
- Would be the most energy efficient of the alternatives
- Would have quick travel times
- Would provide low passenger costs per mile
- Would be safer and more reliable than highway and air travel

High-speed trains could

- Offer a new choice in intercity travel
- Connect to existing airports and transit terminals along high-speed train corridors
- Ease the growing demand on existing highways and airports through 2020 and beyond

* "Intercity" means region-to-region trips, not including daily commute trips

Oakland
Union City
Fremont
Gilroy
Los Banos
Sacramento
Modesto
Merced
Pescno
Tulare County
Kings County
Bakersfield
Hawthorne
Salinas
Burbank
Los Angeles
LAX
Norwalk
Orange
Anaheim
Fullerton
Garden Grove
Irvine
Costa Mesa
Foothill
San Gabriel Valley
Ontario Airport
Riverside
San Bernardino
Temecula
Escondido
Mira Mesa
University City
San Diego

No Project Alternative

The state's existing transportation systems with planned improvements

This alternative consists of the state's intercity transportation system (highway, air and conventional rail) as it existed in 1999-2000, and as it would be in 2020 with the addition of transportation projects currently programmed for implementation (already in funded programs/financially constrained plans), including:

- State Transportation Improvement Program
- Regional Transportation Plans for highways and public transit
- Airport improvement plans
- Intercity passenger rail plans

Study Results

Would not meet intercity travel needs projected for 2020 as population continues to grow

- Highway capacity would be insufficient to accommodate projected intercity travel growth in the regions that would be served by the proposed high-speed train system
- Many of the state's airports already are at or near capacity and could become severely congested under this alternative
- Highway congestion and airport delays would continue to increase, hindering the economy and eroding California's quality of life

Would contribute to environmental degradation

- There would be negative impacts on traffic: increased congestion, decreased mobility and reduced reliability and safety
- Degradation of air quality and increased energy demand

Total "door-to-door" travel time from Los Angeles to San Francisco

- Highway travel time would increase by one hour in 2020
- Air travel time would increase by 30 minutes in 2020
- Existing conventional rail travel time 10:05 (requires two bus transfers)

ESTIMATED TOTAL TRAVEL TIMES "DOOR-TO-DOOR" BETWEEN CITIES BY AUTO, AIR AND HIGH-SPEED TRAIN IN 2020

CITY PAIRS DOWNTOWN TO DOWNTOWN	AUTO NO PROJECT ALTERNATIVE	AIR NO PROJECT ALTERNATIVE		HIGH-SPEED TRAIN ALTERNATIVE OPTIMAL EXPRESS TIMES	
	TOTAL	LINE HAUL*	TOTAL	LINE HAUL*	TOTAL
LOS ANGELES TO SAN FRANCISCO	7:57	1:20	3:32	2:25	3:20
LOS ANGELES TO FRESNO	4:30	1:05	3:02	1:12	2:23
LOS ANGELES TO SAN DIEGO	2:49	0:48	3:00	1:13	2:16
LOS ANGELES TO SAN JOSE	6:50	1:00	3:14	1:49	2:52
SACRAMENTO TO SAN JOSE	2:40	NO SERVICE	NO SERVICE	0:50	1:53

* ACTUAL TIME IN PLANE OR TRAIN

Modal Alternative

Additional improvements to existing highway and air travel systems

This alternative consists of potentially feasible improvements to existing highways and airports sufficient to serve at least 68 million person trips annually. While these improvements are not proposed or recommended, they represent theoretically feasible options and include:

- 2,970 additional lane-miles on intercity highways statewide, which would include at least two and sometimes four additional highway lanes along selected intercity highways
- Nearly 60 new gates and five new runways statewide – equivalent to two new Ontario International Airports
- No increased transportation choices or improved connectivity
- Little or no sustainable capacity beyond the 68 million trips

Study Results

Would help to meet the need for intercity travel into the future, but with significant disadvantages

- Would be less safe and less reliable than the proposed high-speed train alternative
- Congestion would still increase on highways and at airports compared to existing conditions as well as congestion and travel delays on streets and highways leading to and from airports
- Highway and air transportation improvements would result in reduced travel times and congestion as compared to the No Project Alternative
- As compared to the No Project Alternative, employment would be expected to increase by 250,000 and urbanized area by 65,000 acres between 2002 and 2035
- Would cost \$82 billion (2003 dollars) – more than two times more expensive than the high-speed train alternative

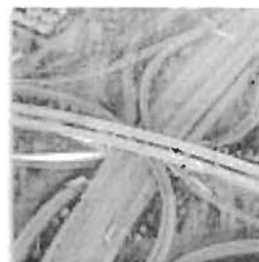
Would have the potential for significant negative environmental impacts

- Increased energy use and dependence on petroleum
- Increased emissions of air pollutants
- Impacts on property and land uses
- Increased suburban sprawl
- Impacts to wetlands and biological resources
- Effects on cultural resources, such as historic sites
- Impacts on water quality
- Impacts on park lands



Total "door-to-door" travel time from Los Angeles to San Francisco

- Highway travel time would increase from the existing 6:57 in 2000 to 7:16 in 2020
- Air travel time would increase from the existing 3:20 in 2000 to 3:27 in 2020



High-Speed Train Alternative

A new statewide transportation network capable of traveling at 220 mph connecting California's major metropolitan areas

This alternative consists of a new high-speed train system approximately 700 miles long that would deliver predictable, consistent and competitive intercity travel.

- State-of-the-art electrically powered high-speed steel-wheel-on-steel-rail technology with automatic train control
- Up to 68 million passengers a year by 2020
- Exclusive tracks for most of the system, fully grade-separated, either in an open trench or tunnel, at-grade, or on an elevated guideway, depending on terrain and physical constraints
- Most alignments within or adjacent to existing rail or highway right-of-way
- New and upgraded stations, with connections to major airports

Study Results



Would help to meet the need for intercity travel into the future

- Safer, more reliable than highway or air travel
- A new mode of transportation that would increase connectivity and accessibility to existing transit systems and airports
- Quick, predictable, consistent travel times that would be sustainable over time
- Improved travel options in parts of the state with limited bus, rail and air transportation service
- Employment opportunities expected to increase by 450,000 over the No Project Alternative; however, urbanization decreases by 2,600 acres compared to the No Project Alternative between 2002 and 2035
- Congestion would still increase on highways and at airports as compared to existing conditions
- Reduction of total travel times for all transportation modes as a result of traffic diversion to high-speed trains
- Cost to construct the entire system – \$33 to \$37 billion (2003 dollars)
- Passenger cost lower than auto or air travel for the same intercity markets
- Diverting trips to high-speed trains would reduce congestion on highways and for air travel

Would have the potential for significant negative environmental impacts

- Impacts on property and land uses
- Impacts to wetlands and biological resources
- Impacts to cultural resources, such as historic sites
- Noise and vibration impacts
- Impacts to farmlands
- Impacts to park land and water quality

Would provide environmental benefits compared with the No Project and Modal Alternatives

- Decreased energy consumption
- Reduced air pollutant emissions and improved air quality
- Would use less land than would be needed to expand existing highways and airports
- Would provide opportunities to plan for transit-oriented growth to meet future demands
- Fewer environmental impacts overall on sensitive habitats and water resources (floodplains, streams and wetlands) than the Modal Alternative
- For longer distance intercity travel, high-speed trains would provide "door-to-door" travel times comparable to air transportation and less than one-half as long as highway travel times
- For intermediate intercity markets such as Fresno to Los Angeles, high-speed trains would provide considerably quicker "door-to-door" travel times than either air or highway transportation options
- Would provide additional capacity for future generations

Total "door-to-door" travel time from Los Angeles to San Francisco

- Highway travel time would increase from the existing 6:57 in 2000 to 7:36 in 2020
- Air travel time would increase from the existing 3:02 in 2000 to 3:26 in 2020
- High-speed train travel time would be 3:20 in 2020

EIR/EIS Prepares Way For Meeting California's Transportation Needs

220 mph train system would link major California cities

The California High-Speed Rail Authority (the Authority) has proposed high-speed train service for intercity travel in California between the major metropolitan centers of the San Francisco Bay Area and Sacramento in the north, through the Central Valley, to Los Angeles and San Diego in the south. The proposed high-speed train system is projected to carry as many as 68 million passengers annually by the year 2020.

The Authority adopted a Final Business Plan in June 2000, for an economically viable high-speed train system capable of speeds in excess of 200 miles per hour on a mostly dedicated, fully grade-separated track with state-of-the-art safety, signaling and automated train control systems.

To comply with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), a Draft Program EIR/EIS has been prepared. The Authority is both the project sponsor and the lead agency for purposes of the state CEQA requirements. The Federal Railroad Administration (FRA) is the federal lead agency for compliance under NEPA.

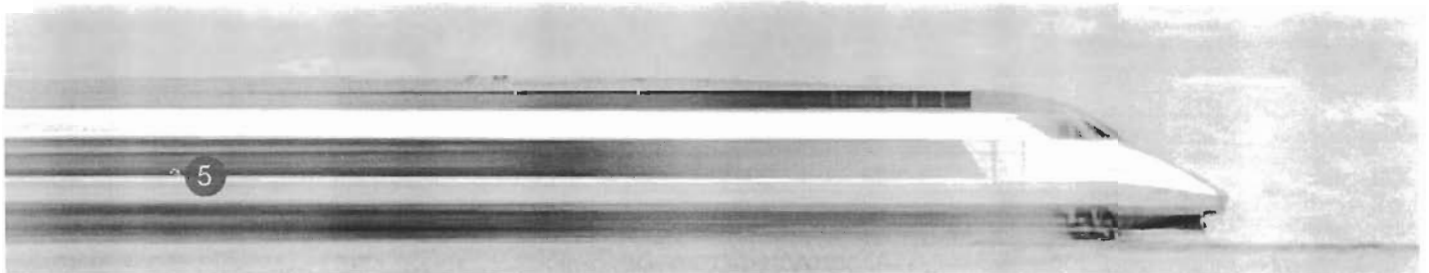
Preparation of the Draft Program EIR/EIS by the Authority and the FRA has involved more than 30 months of identification, planning, review and evaluation of alternatives. Seventeen public scoping meetings, plus numerous briefings and presentations to large and small groups, were conducted during the preparation of the Draft Program EIR/EIS.

The Draft Program EIR/EIS document includes:

- A full description of the alternatives
- Evaluation of potential environmental impacts for each alternative
- Identification of general mitigation strategies for the proposed high-speed train alternative
- Discussion of potential high-speed train alignment and station location options

The Draft Program EIR/EIS identifies high-speed trains as the preferred alternative that could shape California's intercity transportation future:

- A completely new and separate intercity transportation alternative to augment existing air, highway and conventional rail travel
- Quick travel times
- Better for the environment than only expanding highways and airports
- Proven, 22-year safety record in Europe and Japan
- Capable of carrying 68 million passengers a year by 2020
- Low passenger travel cost per mile



California's New High-Speed Train

Bringing California closer together

The Draft Program EIR/EIS considers several potential alignment and station location options

Alignment options include:

Northern Mountain Crossing

Through the Pacheco Pass (SR152), or a Diablo Range northern crossing more directly aligned with San Jose.

Southern Mountain Crossing

Through the Tehachapi Mountain Range between Los Angeles and Bakersfield via the I-5 corridor or a crossing through Palmdale and the Antelope Valley.

Bay Area

Service options to the Bay Area along the Peninsula to San Francisco and/or the East Bay to Oakland.

Central Valley

Service along or near the Highway 99 corridor from Bakersfield to Sacramento and the Bay Area.

Service to San Diego (Inland)

Through the Inland Empire via the I-215/
I-15 corridor to either downtown San Diego
or Qualcomm Stadium.

Service to San Diego (Coast)

Transfer to LOSSAN rail corridor in Los Angeles or direct service to Orange County with a transfer in either Anaheim or Irvine for service to San Diego on Surfliner trains using an improved LOSSAN rail corridor.

Shared Use and Intermodal Connections

Service to the urban centers on shared tracks with other passenger rail services at moderate speeds in heavily urbanized areas (i.e., San Jose to San Francisco and Los Angeles to Orange County).

Potential direct link to Los Angeles International Airport (LAX).

Potential station connections to San Francisco International Airport, Oakland Metropolitan International Airport, Norman Y. Mineta San Jose International Airport, Burbank-Glendale-Pasadena Airport, Ontario International Airport and San Diego International-Lindbergh Field.

Potential station connections at major transit hubs in California's metropolitan areas.



Next Steps in the Environmental Process for the Proposed High-Speed Train System

- Public release and 90-day review of the Draft Program EIR/EIS
- Hearings held in affected regions
- Public submits comments on Draft Program EIR/EIS at hearings or in writing
- The Authority and FRA prepare Final Program EIR/EIS that may identify preferred alignment and station options and includes responses to comments
- Determine whether to advance high-speed train system to next phase – Project Development and Project Environmental Analysis Phase

Check out the California High-Speed Rail Authority's Web site
for the Draft Program EIR/EIS and related technical reports.
www.cahighspeedrail.ca.gov

List of cities where libraries will have document available:

Anaheim	Gilroy	Norwalk	Riverside	San Jose
Bakersfield	Irvine	Oakland	Sacramento	Santa Clarita
Burbank	Los Angeles	Oceanside	San Clemente	Stockton
Escondido	Merced	Ontario	San Diego	Sylmar
Fremont	Modesto	Palmdale	San Francisco	Temecula
Fresno	Mountain View	Palo Alto	San Gabriel	Tulare

The Draft Program EIR/EIS is available for viewing in libraries
and can be obtained on CD by contacting the
California High-Speed Rail Authority
at (916) 322-1419



CALIFORNIA HIGH-SPEED RAIL AUTHORITY



U.S. Department
of Transportation
Federal Railroad
Administration

6.3 SACRAMENTO TO BAKERSFIELD REGION

This region of central California includes a large portion of the Central Valley (San Joaquin Valley) from Sacramento south to Bakersfield.

6.3.1 Sacramento to Bakersfield Alignment Options

A. SACRAMENTO TO STOCKTON ALIGNMENT OPTIONS

All information presented is for the area from Sacramento to Stockton. This segment is shown in Figure 6.3-1.

Union Pacific Railroad (UPRR) (Downtown Sacramento to Downtown Stockton)		Central California Traction (CCT) (Downtown Sacramento to Downtown Stockton)
Physical/Operational Characteristics		
Alignment Description	The UPRR alignment begins at the Sacramento Rail Depot in downtown Sacramento. North of Lodi, the alignment diverges from UPRR to the CCT to bypass Lodi and reconnects to the UPRR to serve the proposed downtown Stockton station site. This alignment option includes a new alignment bypass of Stockton for express services. Station options considered in this segment include Sacramento Downtown station, Power Inn Road station and Stockton ACE Downtown.	The CCT alignment begins at the Sacramento Rail Depot in downtown Sacramento, using the UPRR alignment until transitioning to CCT near the potential Power Inn Road station site. The CCT alignment reconnects to UPRR to serve the proposed downtown Stockton station site. This alignment option includes a new alignment bypass of Stockton for express services. Station options considered in this segment include Sacramento Downtown station Power Inn Road station and Stockton ACE Downtown.
Length in miles (km)	49 mi (79 km)	50 mi (80 km)
Cost²⁶ (dollars)	\$2.49 billion	\$2.64 billion
Travel Time (min)	20 min	21 min
Ridership	The UPRR is a more direct route with slightly shorter travel times (1 min less). The UPRR and CCT rail alignments would serve the same basic populations and the same number of potential stations.	The CCT and UPRR rail alignments would serve the same basic populations and the same number of potential stations.
Constructability	The UPRR traverses more urban area than the CCT; however, HST would share freight right-of-way through Sacramento.	The transition from CCT at the Power Inn Road potential station site to the UPRR alignment to reach downtown Sacramento would include 2 mi (3 km) of property acquisition takes in urban Sacramento.

²⁶ Segment cost and length includes 3.8 mi south of Stockton ACE Downtown station (Little John Creek).

	Union Pacific Railroad (UPRR) (Downtown Sacramento to Downtown Stockton)	Central California Traction (CCT) (Downtown Sacramento to Downtown Stockton)
Land Use and Planning, Communities and Neighborhoods, Property, and Environmental Justice	<p>Compatibility: High potential impacts</p> <p>Environmental Justice: Low potential minority population impacts</p> <p>Community: Low potential impacts</p> <p>Property: Low potential impacts</p> <p>Although compatibility is considered low, the proposed alignment would be on or adjacent to the existing rail corridor. All station sites are located in areas where minority populations have been identified. Although stations would create potential impacts, they would also produce community access benefits. The Sacramento Valley and Stockton Downtown stations sites are at existing rail hub stations.</p>	<p>Compatibility: High potential impacts</p> <p>Environmental Justice: Low potential minority population impacts</p> <p>Community: Low potential impacts</p> <p>Property: Low potential impacts</p> <p>The CCT has slightly more land designated for residential and agricultural use than the UPRR route, which would make it potentially less compatible with future land uses. The CCT alignment traverses primarily rural lands, resulting in low potential property impacts. However, there are some small segments with high potential impacts, particularly in Sacramento if the downtown station (UPRR connection) is selected.</p>
Farmlands: ²⁸ Ac (ha) of farmland (depending on specific configuration with loops and connections)	<p>Farmlands: 588–599 ac (238–242 ha)</p> <p>Existing UPRR rail alignment reduces potential impacts on farmlands between Sacramento and Lodi. Connection to CCT north of Lodi and express loop to the east of Stockton would require new alignments through farmlands, which could have potential severance impacts.</p>	<p>Farmlands: 449–460 ac (182–186 ha)</p> <p>Existing UP Existing CCT rail alignment reduces potential impacts on farmlands between Sacramento and Stockton. The express loop to the east of Stockton would require new alignments through farmlands, which could have potential severance impacts.</p>
Cultural Resources and Paleontological Resources: ²⁹ Potential presence of historical resources in area of potential effect	<p>Known cultural resources: 39–49</p> <p>Potential for historical resources through downtown Sacramento and Stockton. However, the alignments through both cities would use existing rail right-of-way.</p>	<p>Known cultural resources: 44–54</p> <p>Potential for historical resources through downtown Sacramento and Stockton. However, through both cities, the alignments would use existing rail right-of-way. The CCT traverses fewer urban areas.</p>

²⁸ The farmland resources study area is defined as 50 ft (15 m) on each side of alignment centerline (100 ft [30 m] total) when the alignment is separate from an existing rail corridor. When the alignment is adjacent to an existing rail corridor, the study area would extend 100 ft (30 m) from the rail right-of-way on the side the alignment would run.

²⁹ The archaeological area of potential effect is defined as 500 ft (152 m) on each side of the alignment centerline for new routes requiring additional right-of-way, and 100 ft (30 m) on each side of centerline for routes along existing highways and railroads, where very little additional right-of-way would be required. The study area for paleontological resources is defined as 100 ft (30 m) on each side of alignment centerline.

EXHIBIT E

1.2 High-Speed Trains for California

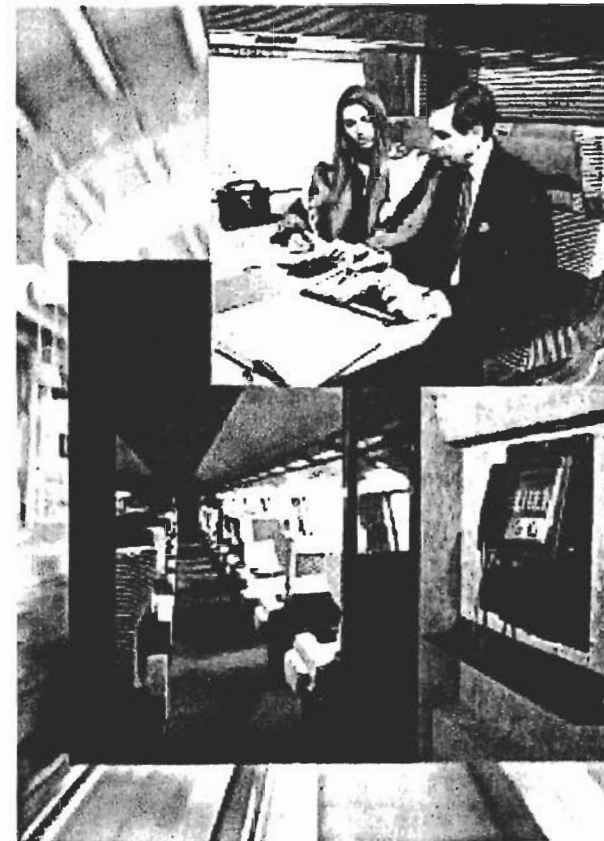
The decision to choose a particular type of high-speed technology for California should be deferred until after the environmental clearance phase of this project. Manufacturers of steel-wheel-on-steel-rail and Maglev technologies should be able to compete for the opportunity to use their technology in California, ensuring the best product for the best price.

Regardless of technology, high-speed trains will offer Californians a new way of traveling. Combining the benefits of moving from one part of the state to another quickly with the freedom to plug in your computer or talk on a cell phone or get up to get a cup of coffee, high-speed train travel promises Californians a relaxing, productive trip. Tables would be available for group seating, with conference rooms available for business meetings en route. Because they travel over new dedicated infrastructure, trains traveling at high speeds provide an extremely safe, smooth and comfortable ride — seat belts are never needed. And high-speed trains are the most reliable way to travel, not hampered by rain, fog or interstate freeway delays in completing their scheduled runs.

Design Standards for California

In this business plan, high-speed trains are defined as those capable of exceeding 200 miles per hour. However, these trains will not operate at those speeds everywhere in the state. Within the state's urban regions, high-speed trains will likely only travel at maximum speeds between 100 and 150 miles per hour. For purposes of this business plan, all other trains — equipment, service, and trackage — will be known as "conventional rail."

The high-speed infrastructure will be a state-of-the-art, proven, world-class technology that significantly increases the state's transportation capacity. The system will use electric propulsion on a double track or guideway to provide the necessary high capacity, flexibility, and reliability. The system will be completely grade separated, with no potential for conflict with pedestrian or vehicular traffic. In addition, the high-speed train right-of-way will be completely fenced and monitored to avoid intrusion by pedestrians, wildlife or livestock. Using modern signaling technology, trains on similar infrastructure in Asia and Europe can operate at three-minute intervals.



Combining the benefits of moving from one part of the state to another quickly with the freedom to plug in your computer or talk on a cell phone or get up to get a cup of coffee, high-speed train travel promises Californians a relaxing, productive trip.

In general, the high-speed train system will be built at-grade and require a corridor 50 feet wide (see *Figure 1.1*). In severely constrained urban areas, where grade separation costs are prohibitive, aerial structures (*Figure 1.2*) or retained fill are assumed. By comparison, a 12-lane freeway constructed to Caltrans' standards requires a nearly 225-foot-wide right-of-way.

All intermediate stations will feature siding tracks to allow express trains to pass through without slowing down. High-level boarding platforms will facilitate passenger loading and unloading as well as meet requirements for disabled passengers under the Americans with Disabilities Act. Each station will be a transportation hub connecting the high-speed train system to highways, conventional rail, transit, and/or air transportation networks, as appropriate.

The ridership and revenue estimates in this plan have assumed 10-car trains capable of seating 650 passengers, and that by 2020, the system will need to operate trains about every 15 minutes during peak periods. To put the total available capacity of this system into perspective, consider that the signaling

system would permit trains to run every three minutes, and additional passenger cars could be added to the trainsets. Two trainsets could even be linked — effectively doubling their capacity. Trains carrying 650 passengers every three minutes in both directions could serve up to 26,000 passengers per hour — equivalent to the number of passengers currently moved on a 12-lane urban freeway during peak periods. The Authority's projections suggest that even by 2050, the high-speed system would be carrying less than 50 percent of its ultimate potential capacity. The high-speed train infrastructure would provide capacity to serve California's growing transportation and mobility needs to move intercity passengers, commuters, and goods throughout the 22nd century.

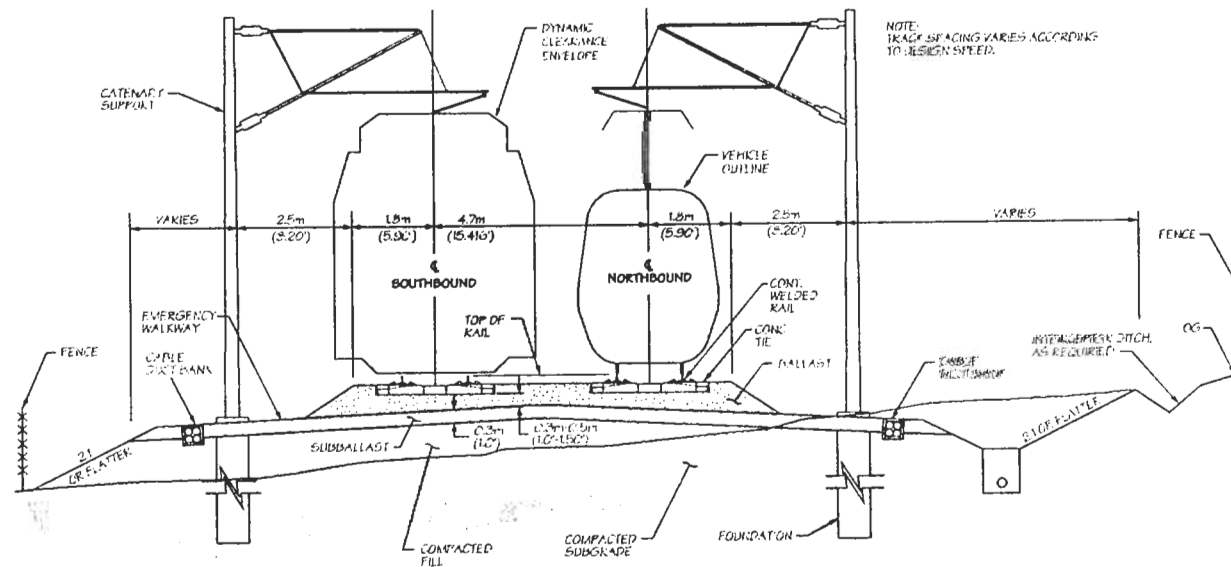


Figure 1.1 At-Grade Ballasted Trackway

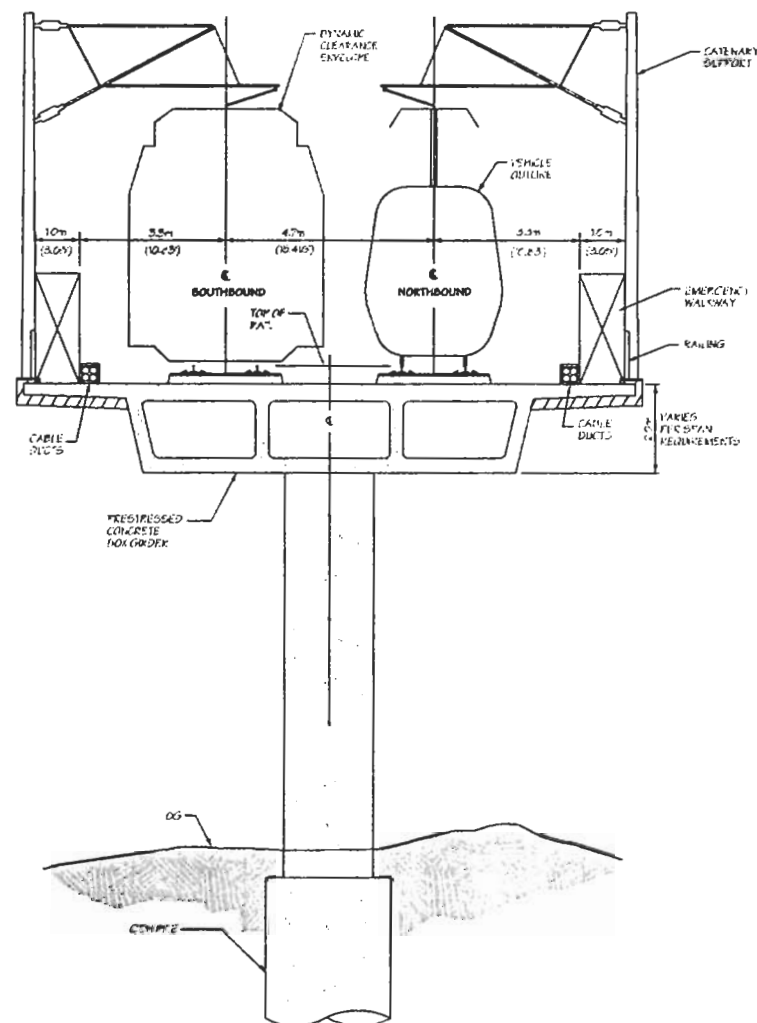


Figure 1.2
Aerial Trackway

Compatibility with Other Rail Services

The Authority has assumed that the dual track or guideway is dedicated exclusively to high-speed and compatible rail services. Presently, high-speed trains capable of speeds exceeding 200 miles per hour cannot share track or guideway with conventional rail operations, including the current generation of passenger equipment operated by Amtrak and regional rail authorities, as well as the freight equipment currently operated by the freight railroads. Where high-speed and conventional rail operations must share a right-of-way, the incompatible services must be separated horizontally or vertically. The high-speed tracks or guideway will be protected by an intrusion detection system and, in some areas, separated from conventional rail operations by a crash barrier or by placing the high-speed trains on an aerial structure.

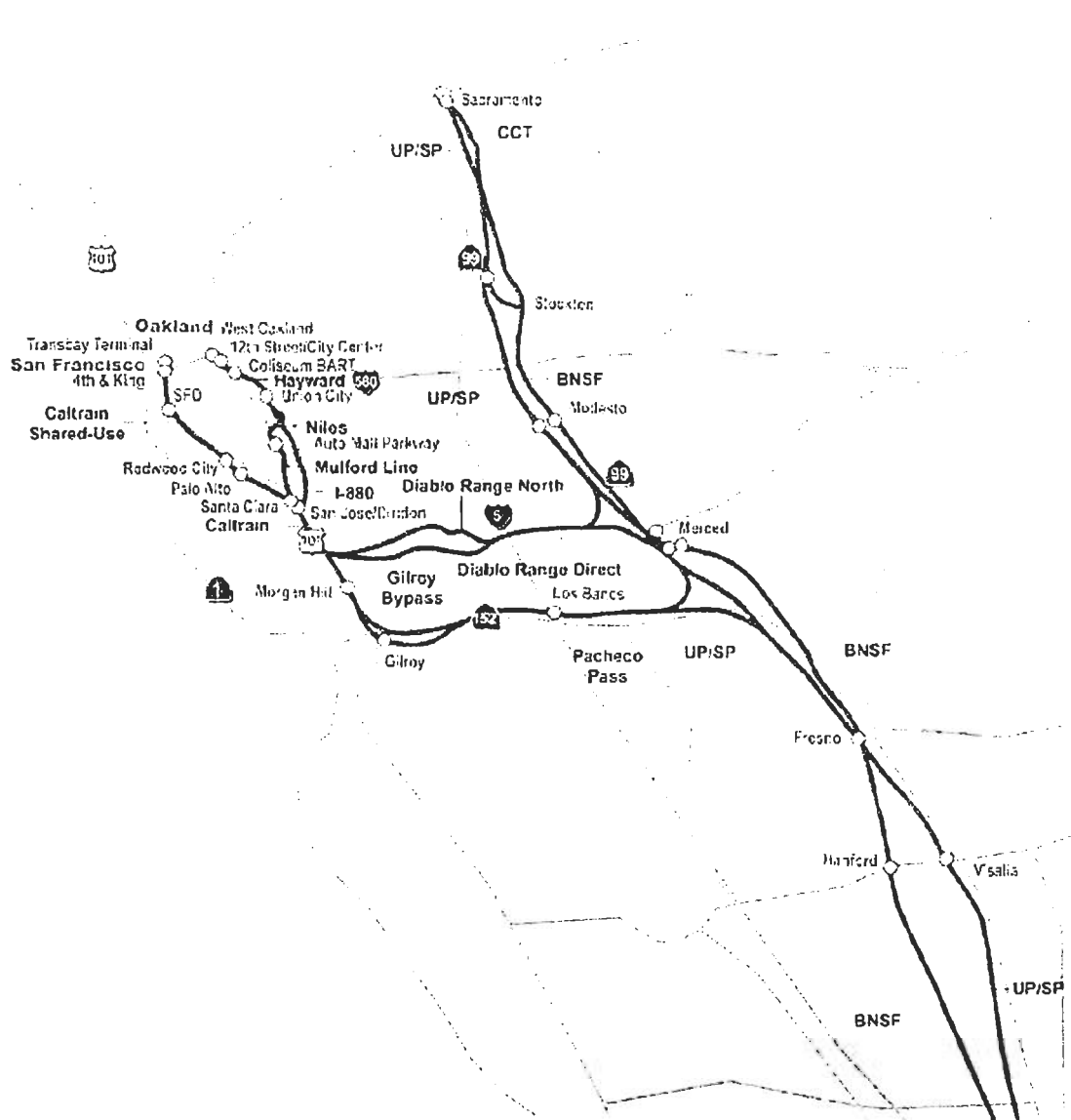
Federal Railroad Administration (FRA) rules do not allow for mixed operations of high-speed and conventional rail equipment, primarily because the two classes of equipment are designed to withstand different impact loads in the event of a collision. Because conventional rail equipment is much heavier and impact-resistant, the possibility of collision with a lighter high-speed trainset poses a potential safety hazard. The FRA may eventually adopt rules consistent with European practice that rely on collision avoidance rather than traffic separation. It is also possible that a high-speed trainset meeting both crashworthiness and high-speed performance specifications will be available during the implementation time frame of this project.



6.0 ALIGNMENTS AND STATIONS FOR FURTHER INVESTIGATION

The screening evaluation concluded with a set of recommended alignment and station locations for each region. Combining these recommended alignments and stations produces a statewide set of alignments and stations that the Authority has approved to be studied further in the EIR/EIS process. Figures 6-1 and 6-2 present the alignment and station options for further evaluation in the northern and southern portions of the system, respectively. The following sections define each the alignment and station options.

**Figure 6-1
Alignment and Station Locations for Continued Investigation
(Northern)**





CITY OF LODI
COUNCIL COMMUNICATION
TM

AGENDA TITLE: Council discussion and appropriate action regarding a proposed Amended and Restated Contract for Legal Document Services (Docket Clerk) with Kronick, Moskovitz, Tiedemann & Girard to assist with the Environmental Abatement Program litigation and/or propose alternatives.

MEETING DATE: August 18, 2004 City Council Meeting

PREPARED BY: Steve Schwabauer, City Attorney

RECOMMENDED ACTION: That the City Council review, discuss and take appropriate action regarding a proposed Amended and Restated Contract for Legal Document Services (Docket Clerk) with Kronick, Moskovitz, Tiedemann & Girard (“Kronick”) to assist with the Environmental Abatement Program litigation and/or propose alternatives.

BACKGROUND INFORMATION: With the hiring of the law firm of Folger, Levin & Kahn to act as counsel handling the Environmental Abatement litigation, Kronick, Moskovitz, Tiedemann & Girard are in the transition mode of turning over cases to the new firm. As you will recall, the Kronick firm allowed us to utilize one of their Docket Clerks to manage the flow of legal documents because it is imperative that all documents be docketed and accounted for to be easily accessible. Kronick previously charged us a very reasonable rate of \$24.00 per hour plus travel expenses. Since Kronick is no longer acting as lead counsel in the environmental abatement litigation, and the original amount of \$5,000 dedicated for the expense of a Docket Clerk is expired, Kronick has prepared an Amended and Restated Contract at a rate of \$50.00 per hour.

In the past, the Envision Law Group kept track of files in their office electronically and manually and it was not necessary that the City’s legal secretary log in each and every document. Now that the City Attorney’s office will be monitoring all actions relating to this litigation, it is important that documents be easily accessible in the City Attorney’s office. Staff therefore requests discussion and consideration of this amended contract, and any available alternatives. Although I do believe Kronick’s proposed rate is fair and that the Docket Clerk they supplied is highly competent and professional, I cannot recommend approval of the revised contract at the proposed rate given current budget considerations. Instead, I recommend authorizing the City Attorney’s office to recruit a part-time docket clerk with a maximum average workweek of 16 hours on a contract basis.

Stephen Schwabauer, City Attorney

FUNDING: Water Fund 183453.7323

Approved:

Jim Krueger, Finance Director

APPROVED: _____
H. Dixon Flynn, City Manager



CITY OF LODI COUNCIL COMMUNICATION

AGENDA TITLE: Update on Process of Recruitment for New City Manager, Authorize Mayor Hansen to Execute an Agreement with CPS Executive Search, and Appropriate Funds up to \$25,500

MEETING DATE: August 18, 2004

PREPARED BY: City Clerk

RECOMMENDED ACTION: That, following an update on the process of the recruitment for a new City Manager, Council, by motion action, authorize Mayor Hansen to execute an agreement with CPS Executive Search and appropriate funds up to \$25,500.

BACKGROUND INFORMATION: On August 4, 2004, the City Council authorized Mayor Hansen to negotiate with the firms of 1) CPS Executive Search and 2) Bob Murray & Associates regarding a contract and process for recruiting a new City Manager and to make a recommendation to Council on August 18, 2004.

Mayor Hansen has met with representatives from both firms, and following an update on the recruitment process, it is recommended that City Council take appropriate action.

FUNDING: Up to \$25,500 from 100401.7323 (City Manager/Professional Services)

James R. Krueger, Finance Director

Susan J. Blackston
City Clerk

SJB/jmp

APPROVED: _____
Janet S. Keeter, Interim City Manager



CITY OF LODI COUNCIL COMMUNICATION

AGENDA TITLE: Ordinance No. 1750 entitled, "An Ordinance of the City Council of the City of Lodi Amending Chapter 13.04 of the Lodi Municipal Code by Repealing and Reenacting Section 13.04.130, Relating to Low-Income Adjustments"

MEETING DATE: August 18, 2004

PREPARED BY: City Clerk

RECOMMENDED ACTION: Motion waiving reading in full and (following reading by title) adopting the attached Ordinance No. 1750.

BACKGROUND INFORMATION: Ordinance No. 1750 entitled, "An Ordinance of the City Council of the City of Lodi Amending Chapter 13.04 of the Lodi Municipal Code by Repealing and Reenacting Section 13.04.130, Relating to Low-Income Adjustments" was introduced at the regular City Council meeting of August 4, 2004.

ADOPTION: With the exception of urgency ordinances, no ordinance may be passed within five days of its introduction. Two readings are therefore required – one to introduce and a second to adopt the ordinance. Ordinances may only be passed at a regular meeting or at an adjourned regular meeting; except for urgency ordinances, ordinances may not be passed at a special meeting. Id. All ordinances must be read in full either at the time of introduction or at the time of passage, unless a regular motion waiving further reading is adopted by a majority of all council persons present. **Cal. Gov't Code § 36934.**

Ordinances take effect 30 days after their final passage. **Cal. Gov't Code § 36937.**

This ordinance has been approved as to form by the City Attorney.

FUNDING: None required.

Susan J. Blackston
City Clerk

SJB/JMP

Attachment

APPROVED: _____
Janet S. Keeter, Interim City Manager

ORDINANCE NO. 1750

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LODI
AMENDING CHAPTER 13.04 OF THE LODI MUNICIPAL CODE BY
REPEALING AND REENACTING SECTION 13.04.130, RELATING TO LOW-
INCOME ADJUSTMENTS

=====

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LODI AS FOLLOWS:

SECTION 1. Chapter 13.04 – “Service Generally” - is hereby amended by repealing and reenacting §13.04.130, relating to low-income adjustments to read as follows:

13.04.130 Low Income Adjustments.

The rates for residential water, sewer, and refuse collection service as they now exist or may hereafter be modified under this chapter, shall be reduced as established by resolution for those residential accounts in the names of persons meeting the eligibility criteria for applicable electric service discounts as provided in this Title. Proof of eligibility will be required by the city to qualify for the rate adjustments provided herein.

SECTION 2. This ordinance is adopted under Government Code §36934 based on health, safety, and welfare considerations arising from: (1) the City of Lodi’s consideration of increased utility rates if adopted take effect prior to the City’s ability to institute the low-income discounts considered herein; (2) If the increases are adopted prior to institution of the discounts, Lodi’s low-income community may suffer financial hardship or inability to afford critical health and sanitary services.

SECTION 3. All ordinances and parts of ordinances in conflict herewith are repealed insofar as such conflict may exist.

SECTION 4. This ordinance shall be published one time in the “Lodi News-Sentinel,” a daily newspaper of general circulation printed and published in the City of Lodi and shall be in force and take effect immediately after its passage and approval.

Approved this 18th day of August, 2004

LARRY D. HANSEN
Mayor

Attest:

SUSAN J. BLACKSTON
City Clerk

=====
State of California
County of San Joaquin, ss.

I, Susan J. Blackston, City Clerk of the City of Lodi, do hereby certify that Ordinance No. 1750 was introduced at a regular meeting of the City Council of the City of Lodi held August 4, 2004, and was thereafter passed, adopted and ordered to print at a regular meeting of said Council held August 18, 2004, by the following vote:

AYES: COUNCIL MEMBERS –

NOES; COUNCIL MEMBERS –

ABSENT: COUNCIL MEMBERS –

ABSTAIN: COUNCIL MEMBERS –

I further certify that Ordinance No. 1750 was approved and signed by the Mayor on the date of its passage and the same has been published pursuant to law.

SUSAN J. BLACKSTON
City Clerk

Approved as to Form:

D. STEPHEN SCHWABAUER
City Attorney



CITY OF LODI COUNCIL COMMUNICATION

TM

AGENDA TITLE: Ordinance No. 1751 entitled, "An Ordinance of the Lodi City Council Amending the Official District Map of the City of Lodi and Thereby Rezoning 449 East Harney Lane (APN 062-290-17) from R-MD, Residential Medium Density, to PD(36), Planned Development Number 36, for The Villas"

MEETING DATE: August 18, 2004

PREPARED BY: City Clerk

RECOMMENDED ACTION: Motion waiving reading in full and (following reading by title) adopting the attached Ordinance No. 1751.

BACKGROUND INFORMATION: Ordinance No. 1751 entitled, "An Ordinance of the Lodi City Council Amending the Official District Map of the City of Lodi and Thereby Rezoning 449 East Harney Lane (APN 062-290-17) from R-MD, Residential Medium Density, to PD(36), Planned Development Number 36, for The Villas" was introduced at the regular City Council meeting of August 4, 2004.

ADOPTION: With the exception of urgency ordinances, no ordinance may be passed within five days of its introduction. Two readings are therefore required – one to introduce and a second to adopt the ordinance. Ordinances may only be passed at a regular meeting or at an adjourned regular meeting; except for urgency ordinances, ordinances may not be passed at a special meeting. Id. All ordinances must be read in full either at the time of introduction or at the time of passage, unless a regular motion waiving further reading is adopted by a majority of all council persons present. **Cal. Gov't Code § 36934.**

Ordinances take effect 30 days after their final passage. **Cal. Gov't Code § 36937.**

This ordinance has been approved as to form by the City Attorney.

FUNDING: None required.

Susan J. Blackston
City Clerk

SJB/JMP

Attachment

APPROVED: _____
Janet S. Keeter, Interim City Manager

ORDINANCE NO. 1751

AN ORDINANCE OF THE LODI CITY COUNCIL AMENDING
THE OFFICIAL DISTRICT MAP OF THE CITY OF LODI
AND THEREBY REZONING 449 EAST HARNEY LANE
(APN 062-290-17) FROM R-MD, RESIDENTIAL MEDIUM
DENSITY, TO PD(36), PLANNED DEVELOPMENT
NUMBER 36, FOR THE VILLAS

=====

BE IT ORDAINED BY THE LODI CITY COUNCIL AS FOLLOWS:

Section 1. The Official District Map of the City of Lodi adopted by Title 17 of the Lodi Municipal Code is hereby amended as follows:

10.28 acres located at 449 East Harney Lane (APN 062-290-17) are hereby rezoned from R-MD, Residential Medium Density to PD(36), Planned Development Number 36, as shown on Exhibit "A" attached, which is on file in the office of the City Clerk.

Section 2. The Planning Commission adopted Resolution No. P.C. 04-31 recommending approval of this request for a rezone at its meeting of June 9, 2004.

Section 3. A Negative Declaration (ND-03-08) has been prepared in compliance with the California Environmental Quality Act of 1970, as amended, and the Guidelines provided thereunder. Further, the Planning Commission has reviewed and considered the information contained in said Negative Declaration with respect to the project identified in their Resolution No. P.C. 04-31.

Section 4 - No Mandatory Duty of Care. This ordinance is not intended to and shall not be construed or given effect in a manner which imposes upon the City, or any officer or employee thereof, a mandatory duty of care towards persons or property within the City or outside of the City so as to provide a basis of civil liability for damages, except as otherwise imposed by law.

Section 5 - Severability. If any provision of this ordinance or the application thereof to any person or circumstances is held invalid, such invalidity shall not affect other provisions or applications of the ordinance which can be given effect without the invalid provision or application. To this end, the provisions of this ordinance are severable. The City Council hereby declares that it would have adopted this ordinance irrespective of the invalidity of any particular portion thereof.

Section 6. The alterations, changes, and amendments of said Official District Map of the City of Lodi herein set forth have been approved by the City Planning Commission and by the City Council of this City after public hearings held in conformance with provisions of Title 17 of the Lodi Municipal Code and the laws of the State of California applicable thereto.

Section 7. All ordinances and parts of ordinances in conflict herewith are repealed insofar as such conflict may exist.

Section 8. This ordinance shall be published one time in the "Lodi News-Sentinel," a daily newspaper of general circulation printed and published in the City of Lodi and shall be in force and take effect thirty days from and after its passage and approval.

Approved this 18th day of August, 2004.

LARRY D. HANSEN
Mayor

Attest:

SUSAN J. BLACKSTON
City Clerk

State of California
County of San Joaquin, ss.

I, Susan J. Blackston, City Clerk of the City of Lodi, do hereby certify that Ordinance No. 1751 was introduced at a regular meeting of the City Council of the City of Lodi held August 4, 2004, and was thereafter passed, adopted and ordered to print at a regular meeting of said Council held August 18, 2004, by the following vote:

AYES: COUNCIL MEMBERS –

NOES: COUNCIL MEMBERS –

ABSENT: COUNCIL MEMBERS –

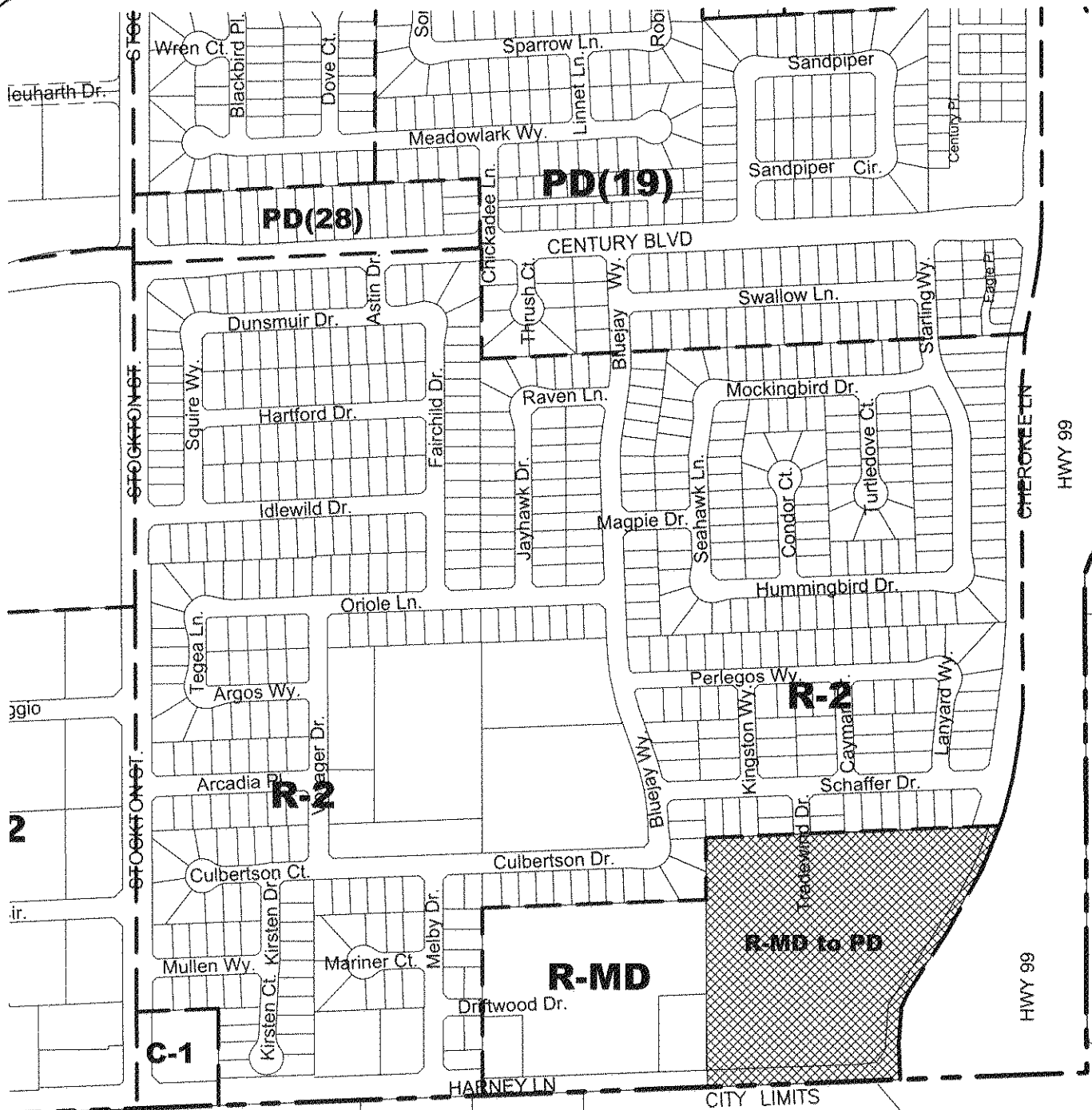
ABSTAIN: COUNCIL MEMBERS –

I further certify that Ordinance No. 1751 was approved and signed by the Mayor on the date of its passage and the same has been published pursuant to law.

SUSAN J. BLACKSTON
City Clerk

Approved as to Form:

D. STEPHEN SCHWABAUER
City Attorney



PROPOSED ZONING MAP

The Villas

LEGEND

RESIDENTIAL ZONES:

- R-1 - SINGLE FAMILY
- R-2 - SINGLE FAMILY
- R-LD - LOW DENSITY
- R-GA - GARDEN APARTMENT
- R-MD - MEDIUM DENSITY (APARTMENT)
- R-HD - HIGH DENSITY (APARTMENT)
- P-D - PLANNED DEVELOPMENT
- R-1* - SINGLE-FAMILY (EASTSIDE)

COMMERCIAL ZONES:

- R-CP - PROFESSIONAL OFFICES
- C-1 - NEIGHBORHOOD
- C-2 - GENERAL
- C-S - SHOPPING CENTER

OTHER ZONES:

- U-H - UNCLASSIFIED HOLDINGS (CULTURAL)
- F-P - FLOOD PLAIN
- PUB - PUBLIC

Comments by the City Council Members on non-agenda items